

MAY 26 '45

ATLANTIC FISHERMAN

MAY, 1945

Mission of Mercy

Army Air Forces Photo

★ Fast-rope for safety, men of an Army Base Land Rescue Squad traverse perilous, uncharted trails over Alaskan glacial country, near Mt. McKinley. Above and beyond, in the frozen waste, lie American bodies—crashed in a plane of the Air Transport Command. The rescue, and the lives of the rescuers, depend upon Rope!

Columbian Pure Manila Rope, with the red, white and blue surface markers, is needed for these hazardous jobs. Fulfilling that need comes first! After Victory, Columbian Rope will again be available to all!

COLUMBIAN ROPE COMPANY

310-80 Genesee Street

AUBURN, "The Cordage City," NEW YORK

COLUMBIAN
ROPE
IS A SINEW OF WAR

Boston Office and Warehouse

38 Commercial Wharf

7th
of a Series con-
trasting early marine
power with modern
BUDA Diesel power. ★

Power...

precedes progress

For centuries man was dependent upon his own power in a feeble attempt to conquer the waters of the world.

Today, thanks to the miracle of mechanical progress, owners of lifeboats, towboats and workboats are assured of efficient and economical marine power when they use BUDA Diesel Engines.

Write or wire for literature.

BUDA

Bettman Archive

15440 Commercial Avenue

HARVEY (Chicago, Suburb, Ill.)



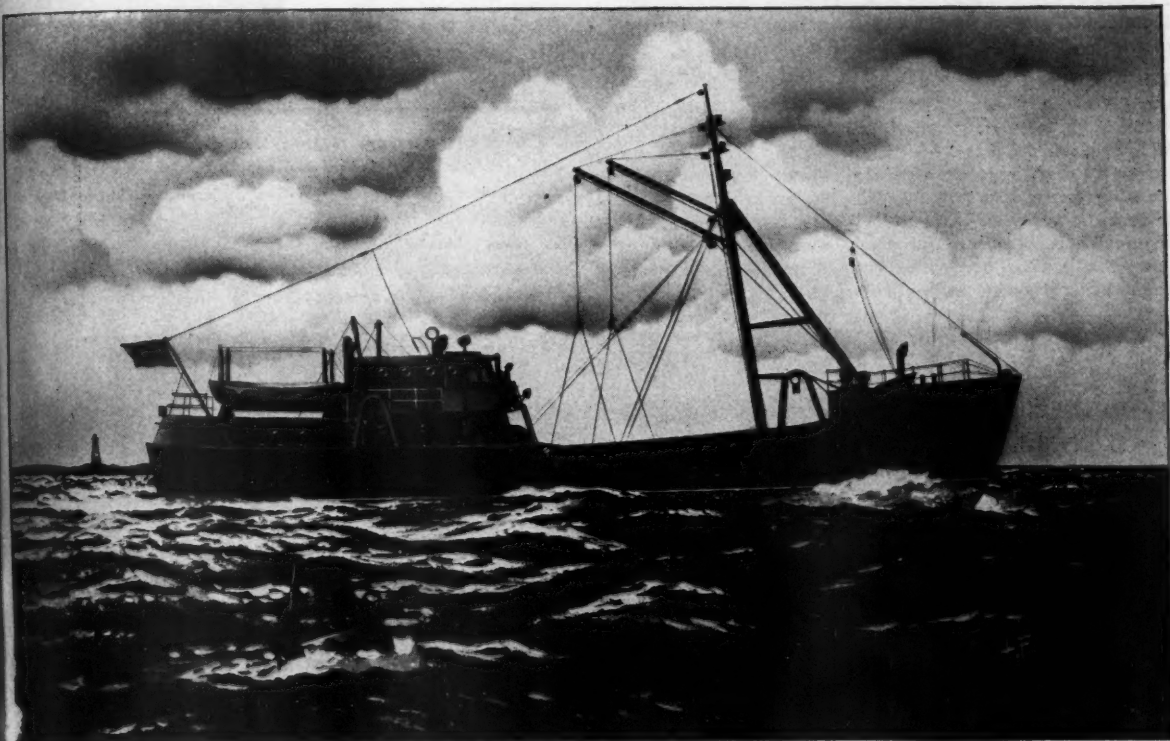
Relief of an ancient Roman battleship
powered by two rows of oars.

BUDA

Service is Nation-wide

BUDA Model 2115 Automatic Lowwater
fuel and oil pump, oil and water separator,
and hydraulic pump.

A 121' steel trawler that will do the job of a much larger vessel:



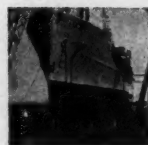
A money-maker for your fleet

Trim and fast, this all-welded steel diesel ship answers the need of the fishing industry for modern, low cost trawlers, having increased pay load capacity with minimum upkeep. An exclusive Wheeler design by John Alden, Boston, this vessel has the hold capacity (approx. 320,000 lbs. of iced fish), crew accommodations, sea-keeping and fishing ability of a much larger and costlier ship. Advanced but practical engineering principles are incorporated in the power plant selection and trawl winch equipment and drive. We would appreciate an opportunity to present the many notable features of this unusually fine vessel to you. Operators wishing to purchase a vessel with minimum initial investment and balance arranged so that vessel can pay its own way are invited to ask about Wheeler's convenient **"PAYS ITS WAY PLAN."**

WHEELER SHIPBUILDING CORPORATION

• REPAIRS •

The excellent Wheeler facilities permit hauling of all types of vessels—steel or wood—up to 250' for production line repair and reconditioning. Dockside repairs on ocean-going vessels up to approximately 500'. Let Wheeler figure on your next repair or reconversion job!



FOOT OF 154TH STREET & EAST RIVER, WHITESTONE, L. I., NEW YORK CITY

School boat bucks heavy seas all winter to keep island supplied

The "Pilgrim III" is 43 feet long, with a 12-foot beam, a 30-inch screw and a 26-inch pitch. It is the only means of transport for passengers, mail and supplies between Thompson's Island and the Boston harbor mainland. The Farm and Trade School, a private school for boys, occupies this island, and is the owner of the boat.

This boat must make four round trips each day, sometimes towing a scow which can carry 10 tons. The water gets quite rough at times, particularly in winter. Waves often are 6 to 8 feet high, but the boat must get through on its regular trips regardless. If it is laid up for any reason, the island is isolated, and this would be serious in cases of emergency, such as sickness, etc. Over 100 persons are obviously absolutely dependent upon the boat. There are 80 boys and 27 instructors and other personnel at the school.

They used to have trouble with the former engine, but since they put in the Chrysler Royal the boat has never missed a trip.



"The Chrysler engine is always on the job, and is about as near perfect as an engine can be. We have had no trouble whatever with it. We are highly pleased with the way it makes the boat plow through any kind of sea, in any kind of weather. This engine has never let us down since the day it was installed," says Wm. M. Meacham, Headmaster. And the skipper, Chris Opsahl, (above) enthusiastically agrees.



THE CHRYSLER MARINE ENGINES

ACE
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DIESEL

80 To 141 Maximum Brake Horsepower

The dependability of the Chrysler Marine Engine is vital to any boat or fleet owner. Consult the nearest Chrysler Marine Engine dealer now. He's near you to help you.

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MAXIMS

PROTECT YOUR BOAT

Maxim Spark Arrestor Silencers provide positive protection against the fire hazard that exhaust sparks and embers can create aboard a boat. Sparks are whirled out of the exhaust gases and dropped into a spark box which is readily removable for periodic cleaning. And the important safety point is that *all* sparks are thus caught.

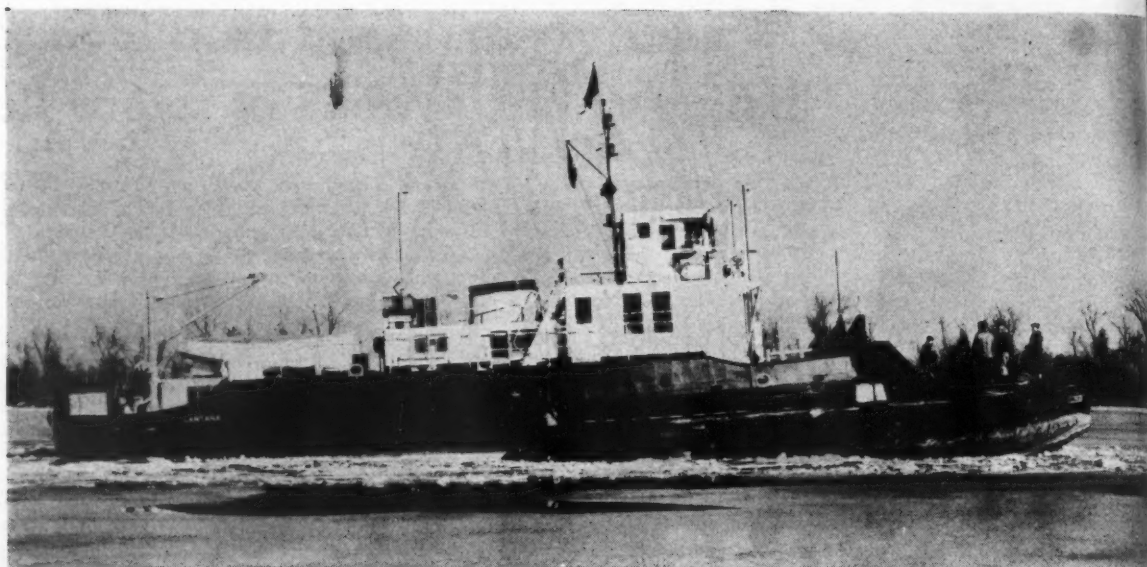
Reasonably silent exhaust is also a safety factor in itself, as vitally important signals can easily go unnoticed over the roar of a noisy exhaust. A Maxim Silencer properly selected for your engine and properly installed will eliminate this hazard.

In addition to spark arrestor silencers in various sizes and types to fit varying installation requirements, Maxim makes a line of Heat Recovery Silencers that combine silencing and spark arresting with the recovery of waste exhaust heat to produce steam for heating the boat or for other uses... with evaporators, for example, to supply fresh water... for use in galley, etc. The entire heating load of a boat at sea can be supplied by a Maxim Heat Recovery Silencer without the use of any fuel other than that used for engine operation. For further information send for Heat Recovery Silencer Bulletins WH 100 — WH 103.



MAXIM

THE MAXIM SILENCER CO. • 74 Homestead Ave., Hartford, Conn.



U. S. Coast Guard Cutter "Lantana" . . . triple screw, powered by three Model ME-165 Murphy Diesel Engines, with 3:1 reverse and reduction gears.

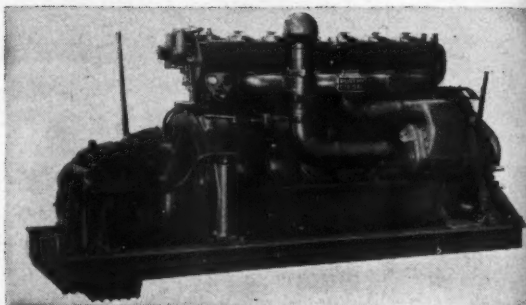
Official Photo, U. S. Coast Guard

Rugged **POWER** with Dependability

IT takes plenty of power to plow an ice-breaker through heavy ice . . . and this U. S. Coast Guard Cutter has what it takes in power and ruggedness. It is powered by three Murphy Diesel engines.

To protect the hull when breaking ice, the boat is equipped with a Holland prow that permits the front end to ride up on the ice and crush through.

This rugged service is typical of the dependability of the heavy-duty reserve power that has won Murphy Diesels the reputation for "More Power,



Murphy Diesel Model ME-165, 5 $\frac{3}{4}$ x6 $\frac{1}{2}$, 6 cylinder, Super-Charged Engine.

More Profit" on the toughest sea-going jobs. Before you build or convert, see the nearest Murphy Diesel Distributor, or write to . . .

MURPHY DIESEL COMPANY

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BOSTON: Diesel Engine Sales & Engineering, Inc.
ATLANTIC CITY: Edward Fell Jardine
FLORIDA: Florida-Georgia Tractor Co., Jacksonville
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**MURPHY
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Engines: FROM 90 to 165 HP
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"SEA-TESTED Power"

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VOL. XXVI

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ATLANTIC FISHERMAN

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Published Monthly by

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GARDNER LAMSON, Editor



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Covering the Production of Fish and Shellfish on the Atlantic Coast, Gulf of Mexico and Great Lakes

VOL. XXVI

MAY 1945

NO. 4

National Organization Must Represent All Interests

FOLLOWING the organization meeting of the National Fisheries Institute, Inc., last month, a set of revised by-laws has been drawn up, which will be presented for final consideration at the first annual meeting, to be held June 12 in Washington. Thus the fishing industry bids fair to have a National organization for the first time since the former United States Fisheries Association ceased functioning nearly 20 years ago.

The establishment of such an organization represents a mark of progress and it is hoped that it can properly serve the best interests of the fisheries. However, in order to be successful, such a group must have the support and confidence of the majority of members of the industry, with representation from all sections of the country. To be fully effective in exerting its influence in Government circles, an organization must represent the industry as a whole rather than certain segments.

One of the main problems in launching an Association of nation-wide scope is the reaching of a generally acceptable plan of purpose and procedure. Divergent ideas must be reconciled and interests of the various factors of the business must be co-ordinated for cohesive action.

Since all of the plans so far put forth on the new National Institute are of a temporary nature, there is still time to make any desirable changes before the permanent organization is placed in operation at the June meeting.

In order that the Institute may be established on a sound basis, it is necessary that adjustments be made while it is in the formative stage. Therefore, if there are any people in the industry who believe revisions should be made in the organizational set-up, or that the objects of the Association should be altered, it behooves them to express their opinions. However, petty prejudices must be forgotten and a broadminded viewpoint adopted. The National body must work for the good of the industry at large, which in the long run will determine the prosperity of the individual members.

Unified action for the welfare and advancement of the fishing industry will be more important than ever in the post-war period. We will need to maintain legislative vigilance in regard to international relationships as well as domestic issues.

With the return of normal conditions, the competition among various food industries again will become keen. The fishing industry must plan to intensify its efforts in educating the public on the flavorful qualities and nutritive value of fishery products.

Serious consideration should be given to the sponsoring of a national advertising and publicity campaign in order to insure a growing market for absorbing the output of increased production facilities.

Gee, it's tough being an adv. mgr. these days!



No sooner do you get some fine-looking ads up, with a handsome picture of the product riding above a snappy headline, when—bang! the boss says sorry but we can't run 'em. Too many war orders. Not enough material for civilian production. No use telling a buyer about a Briddell item he can't have right away.

So, out comes picture of product, in goes explanation of why no goods. Boss says it's all right, though, to leave in picture of Eastern Shore scene, to remind you where Briddell is located. Chances are, he said, nobody will ask the price of some Eastern Shore scenery.

One thing the thwarted adv. mgr. can do, however; he can remind you of the craftsman quality in all Briddell hand tools—and how Briddell workers never forget that the tools they make must do a good job of helping other workmen make a living.

A point to remember—when goods are plentiful again.

Flag awarded January 4, 1944



Stars awarded June 24, 1944 and Jan. 13, 1945

WARTIME MAKERS OF ROCKET PROJECTILES

KEEP ON BUYING WAR BONDS AND STAMPS

CHAS. D. BRIDDELL, INC.

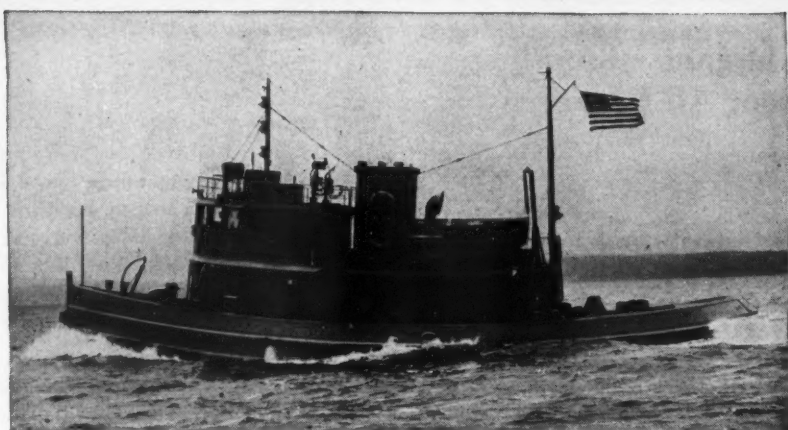


Crisfield, Maryland • Craftsmen in Metal since 1895

When the Army sailed into Manila

PORUS-KROME

was there, too



U. S. Army tug powered by Clark Bros. Marine Diesels using PORUS-KROME liners.

When the Army's fleet sailed into the port of Manila recently, one of the first ships to enter the harbor was a "tug of war" like the one shown here. Not so long ago, a tug of war meant only a pastime at a picnic. *But what this tug of war does is no picnic.* The tugs used by the Army must be rugged, reliable and ready for Herculean tasks at a moment's notice.

That is why the Clark Bros. Marine Diesels which power these tugs of war have PORUS-KROME on the cylinder liners. PORUS-KROME assures greater reliability, longer life and less "time out" for engine maintenance.


PORUS-KROME is hard, pure chromium which is applied to cylinder bores by the

Van der Horst process. It has tiny pores and channels in its surface which serve as reservoirs for lubricating oil, feeding it back as needed. It reduces corrosion and wear, and multiplies cylinder life 4 to 20 times . . . ring life 3 to 5 times.

The tugs of war are proving the value of PORUS-KROME every day in this global war . . . and so are submarines, mine sweepers, landing craft, tanks and other equipment. They point the way to better peacetime engines.

Plan now to use PORUS-KROME as soon as it is available. Whether you are a builder or a user of engines, write today for full information about the advantages PORUS-KROME will give you.

PORUS - KROME

 *Good for the Life of your Engines*

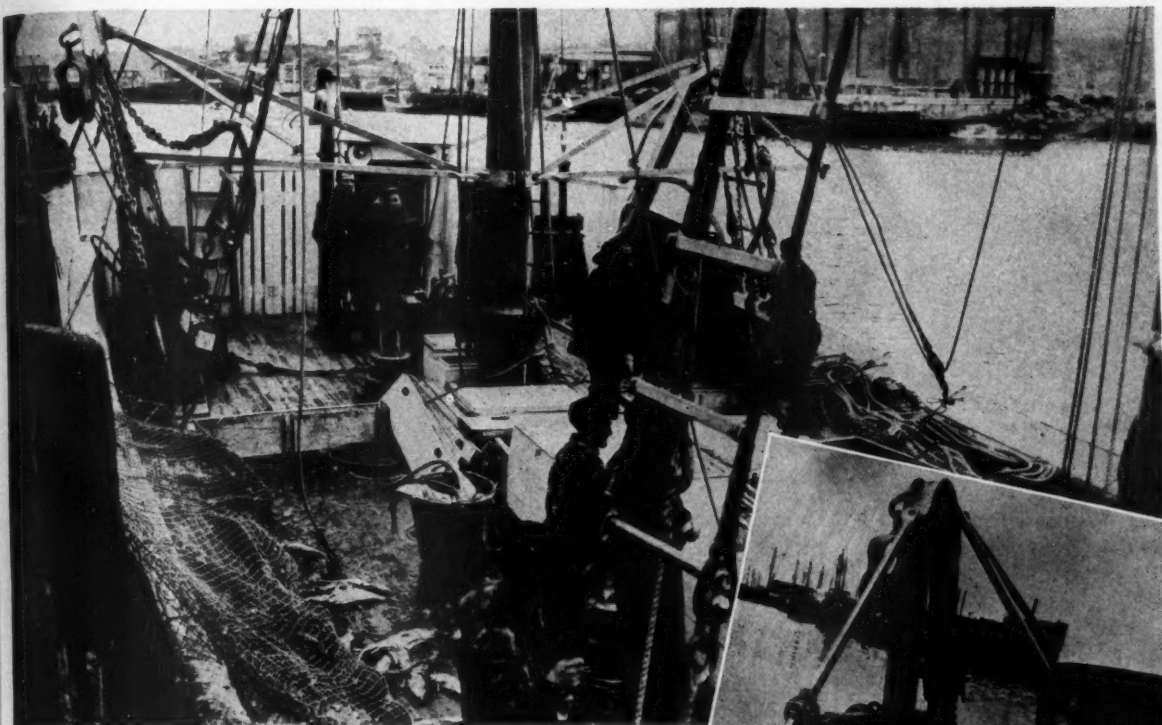


U. S. PATENTS 2,048,578 AND 2,314,604

VAN DER HORST CORPORATION OF AMERICA

AN AFFILIATE OF DRESSER INDUSTRIES

CLEAN • NEW YORK
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The ESTRELA'S deck

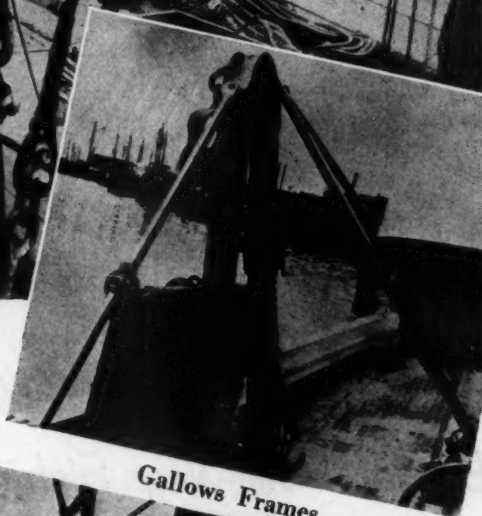
When Captain Joaquim Gaspar outfitted his new super dragger for her very successful maiden trip out of Gloucester, like other experienced fishermen, he selected *New England* equipment.

Here are the heavy duty *New England* trawl type gallow frames 7'6" high with a rail clearance of 5'6" and fitted with 14" diameter gallow blocks, deck bollards and leads with 14" sheaves all flame hardened for enduring service.

Amidships, forward of the pilot house, is a *New England* worm geared trawl winch with a capacity of 500 fathoms of $\frac{7}{8}$ " wire rope on each drum and fitted with 12" by 14" winch heads. Deck space; 5'11" by 9'7", weight 11,500 lbs. The winch is powered from the main 600 h.p. propulsion engine through a power take-off from the forward end.

On the forward deck, convenient for fast cargo loading and unloading, is a #768 5 h.p. *New England* hoist with 8" nigger heads with a rope pull of 450 lbs. at 328' per minute. Hoists of this type are available in 32 or 110 volts D.C. and 220 or 550 volts 3 phase 60 cycle A.C.

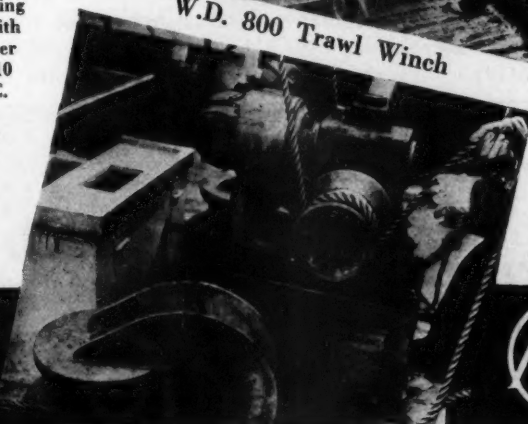
Deck auxiliaries like these have long been first choice with fishermen of the Atlantic. Their craftsmanship and engineered skill has proven their dependability on fast, big trips. Ask such a skipper and his crew what this equipment means to them.



Gallows Frames



W.D. 800 Trawl Winch

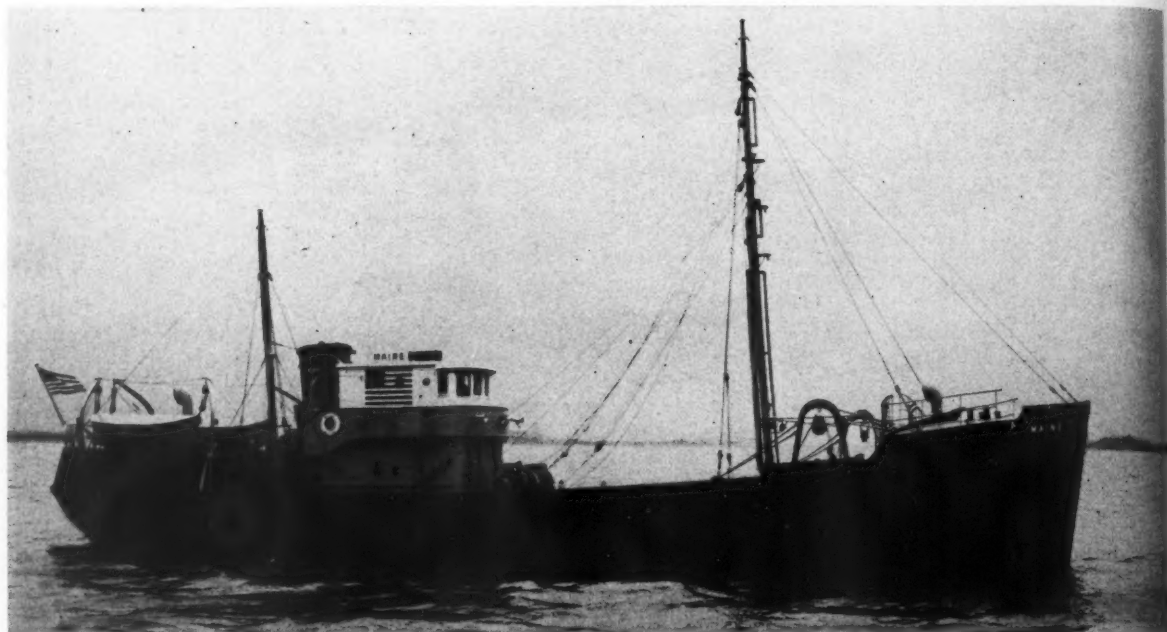


Fish Hoist

**NEW ENGLAND
TRAWLER EQUIPMENT CO.**

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**We're Still Building Fighting Ships at Record Speed
But We're Planning Ahead for
Better Post-War Fishing Vessels**



Before the war, Lawley excelled in building outstanding yachts and commercial vessels. Among them is the steel trawler "Maine", which has been a consistent high-liner, with remarkable performance.

The increased efficiency, better skill and improved materials now being employed on War work will enable Lawley's to produce still better fishing vessels when peace returns.

In planning your future trawler, consider Lawley's modern facilities, expert craftsmen and co-operative service. You can have confidence that Lawley will produce the finest in advanced trawler construction—a product that will successfully meet tomorrow's operating requirements.

**GEORGE
LAWLEY & SON Corp.**
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"LAWLEY BUILT" — A Symbol of Excellence in the Maritime World Since 1866



SLENDER SINEWS BUILD GIANT POWER

Under the eyes of David Dietz, famous Science Editor of Scripps-Howard...

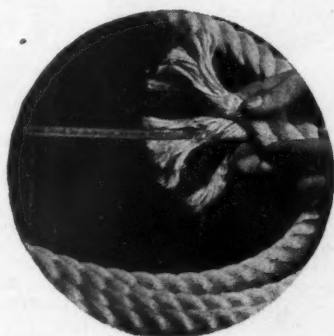


"An elephant struggles against the power that tethers him—a coast-wise barge is towed through the raging gale—a great silvery haul of fish is hoisted to a trawler's deck from the ocean depths. These are jobs for good rope to take in its stride and its strength.

"Plymouth Rope's tremendous strength comes from the tiny fibers of certain plant stems and leaves—and from what Plymouth Rope-engineering does with them. In the photograph above, you see these fibers streaming into batteries

of spinning machines that swallow thousands of feet of fiber a minute and twist them into strong yarns. "At Plymouth, research and scientific control make sure that each foot of yarn carries the correct number and quality of fibers needed—has the proper number of twists. Each yarn and strand in every Plymouth Rope is thus built to bear its full burden.

"In this, and many other ways, Plymouth research is constantly at work to give Plymouth Rope greater strength, longer life, more useful performance in a multitude of tasks where human life and valuable property are often at stake."



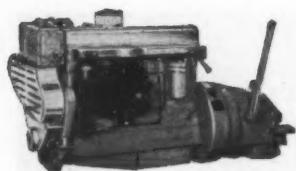
Plymouth Cordage Company, Plymouth, Massachusetts.
District Offices: New York, Chicago, Houston, San Francisco.
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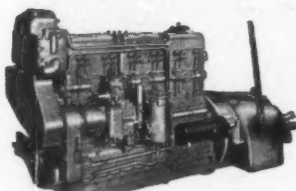
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ROPE YOU CAN TRUST





The line of high speed Cummins Marine Diesels begins with Model AMR-600, a 4" x 5", six-cylinder engine which develops 100 hp. at its maximum speed of 2200 rpm.



Model HMR-600 is the original high speed diesel. It is a six-cylinder, 672 cu. in. engine, rated 150 hp. at 1800 rpm. The four-cylinder, 448 cu. in. Model HMR-400 produces 100 hp. at the same maximum speed.



Series NH-600 and NHS-600 Cummins Diesels are "higher horsepower" versions of the Model H. The 200 hp. NH and 275 hp. supercharged NHS are designed for heavy-duty marine service. Write for new booklet containing full details.

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First out and first back" tells only part of the story when your boat is powered with a Cummins Marine Diesel . . . because the Cummins Diesel's reduced weight per horsepower (as low as 10½ pounds) also assures greater payload capacity. Make sure that your boat is "first out and first back — with the record catch" by making your choice a Cummins Marine Diesel.

CUMMINS ENGINE COMPANY, INC., Columbus, Indiana



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Wage-Hour Interpretation Widened

A REVISED interpretation of the exemption provided by the Fair Labor Standards Act for employees in the seafood and fishery industry has been announced. The Act provides that the minimum wage and overtime requirements of the Act shall not apply with respect to "any employee employed in the catching, taking, harvesting, cultivating, or farming of any kind of fish, shellfish, crustacea, sponges, seaweeds, or other aquatic forms of animal and vegetable life, including the going to and returning from work and including employment in the loading, unloading, or packing of such products for shipment or in propagating, processing, marketing, freezing, canning, curing, storing, or distributing the above products or byproducts thereof.

The activities fall into two general groups, one of which includes those "offshore" or "trip" activities which depend to a considerable degree on natural factors. The other activities are "shore" activities which in general have to do with the movement of the perishable products to a nonperishable state or to points of consumption. The courts have indicated that this latter part of the exemption may be considered as intended to implement and supplement the first part by exempting "shore" activities which are necessarily somewhat affected by the same natural factors as the "off-shore" activities.

If the occupation of an employee employed in connection with the canning of fish, for example, is functionally so directly and closely related to the movement of the perishable product to a nonperishable state that the occupation may be said to be essential to such movement, it will be deemed to be an integral part of such movement and will be considered an exempt canning occupation. Firemen engaged exclusively in providing steam for the processing kettles would thus be within the exemption, but night watchmen, whose work is not a part of the processing activity, would not. Similarly an employee will be considered as employed in the catching of fish regardless of whether he is physically engaged in actual catching, provided he is occupied in work that is performed as an incident to the catching of fish. The exemption would apply, for example, to an employee exclusively engaged in making emergency repairs to fishing nets during the fishing season, but it would not apply to employees engaged in the manufacture of ice for sale to fishing boats.

Many employees in exempted occupations perform some duties that would not characterize their occupations as exempt. When any employee devotes 20 percent or more of his work-time in a particular workweek to performing duties which would not characterize his occupation as exempt, or in cases where the two types of work are not segregated, such an employee will be considered as occupied for a substantial portion of his time in nonexempt work and not within exemption for that week.

Season's Oyster Production Lighter

PRODUCTION of oysters was generally lighter during the 1944-45 season than in the previous year due principally to labor shortages of oyster fishermen, shuckers, and other packing house labor. In New England and the Long Island Sound area the effect of the 1938 hurricane was still being felt, because the storm destroyed the oyster set, some of which would normally have been ready for market during the past season. Also, fewer oysters were available for marketing in the 1944-45 season because many oyster companies sold their entire available stock, including 3-year old oysters, the previous year to take advantage of high market prices.

Production of oysters in the Maryland waters of Chesapeake Bay is reported to have been slightly larger than last year, good supplies of marketable oysters being available. Gulf coast oysters declined about 28 per cent in yield over the previous season.

Supplies of marketable oysters next season should be better than average in the New England area as a result of a heavy set of young oysters in 1940 and 1941.

In Maryland waters, stocks of oysters are increasing as a result of the program of controlled cultivation and harvesting.



The Best

that
knowing how
can make



Knowing how to make "U.S." Industrial Protective Clothing for men of the great Fishing Industry, starts with scientific compounding of the very best rubber for the purpose that is obtainable today. It ends with garments that are 100% waterproof—with footwear that is tough—giving long wear and abrasion resistance.

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and "U.S." AMMOCURE* RAYNSTERS

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UNITED STATES RUBBER COMPANY

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SOLD ONLY THROUGH INDUSTRIAL AND RETAIL STORES



You Can't Sail A Boat On Super-Sonic Waves

Thanks to war-time developments in electronics, the boats of the future will have amazingly accurate instruments for navigation and communication. Likewise, new power-plants, synthetics, impregnated woods, plastic paints, novel methods of construction . . . will undoubtedly make boats more economical to build and operate.

All of which is to the good. Our first-hand experience with war-time instrumentation and materials, plus our continuous study of postwar possibilities, convinces us of that.

But we have an idea that old fashioned "know how" in boat building—the kind of craftsmanship and experience that our key-men have acquired over many years on all types of boats—is still going to be Number One in importance.

Let's get together and talk over your plans. We're ready . . .

**FRANK L.
SAMPLE, JR., Inc.**

Shipbuilders

BOOTHBAY HARBOR, MAINE

Complete Modern Facilities for Designing, Building, Storing and
Reconditioning Yachts and Commercial Vessels up to 200 feet.



Shrimp Advisory Committee

A NINE-MEMBER shrimp industry advisory committee representing producers, canners, freezers and distributors, has been appointed by OPA.

The members are: George Burgess, Burgess Canning Co., New Orleans, La.; Oliver Clark, Clark Seafood Co., Bayou LaBatre, Ala.; Carlton Crawford, Crawford Packing Co., Inc., Palacios, Texas; A. P. Dorgan, Dorgan Packing Co., Biloxi, Miss.; J. T. Lopez, Jr., Lopez Shrimp Co., St. Augustine, Fla.; Julian McPhillips, Southern Shell Fish Co., Inc., Harvey, La.; R. M. Meehan, R. M. Meehan Co., Washington, D. C.; P. H. Ploeger, Jr., Atlantic Seafood Packers, Darien, Ga.; Thomas B. Holcombe, Indian Ridge Canning Co., Houma, La.

It will be the purpose of the industry group to meet with OPA for discussion of industry problems and give the agency advice concerning the advisability of a revision of present regulations covering shrimp before the next shrimp season begins.

Oyster Convention Cancelled

BECAUSE of the burden on travel and hotel facilities, the Directors of the Oyster Growers and Dealers Association voted to cancel their 1945 Convention. The directors meeting was held in Philadelphia on April 11 at which it also was voted to retain present officers and to carry on the usual Oyster Institute program for another year.

Award Made for Liver Sampler

A N award of excellence presented by Department of Interior in its program for recognizing work of merit of its employees, has been made to F. Bruce Sanford, chemist for the Fish and Wildlife Service in Seattle, Wash. The award was for the development of a power-driven liver sampling device which will permit the accurate and rapid appraisal of the vitamin A content of fish livers.

Previously it has been difficult to obtain a representative sample of liver material in less than several days and excessive losses by the industry have amounted to as much as \$30,000 in one season due to inadequate knowledge of the potency of the livers.

The potential increase in revenue to fishermen if the sampler is adopted by all segments of the industry is expected to be \$1,000,000 or more. In addition, introduction of accurate liver sampling will result in discouraging the taking of small fish having livers of little or no value, thus conserving them to the benefit of the industry.

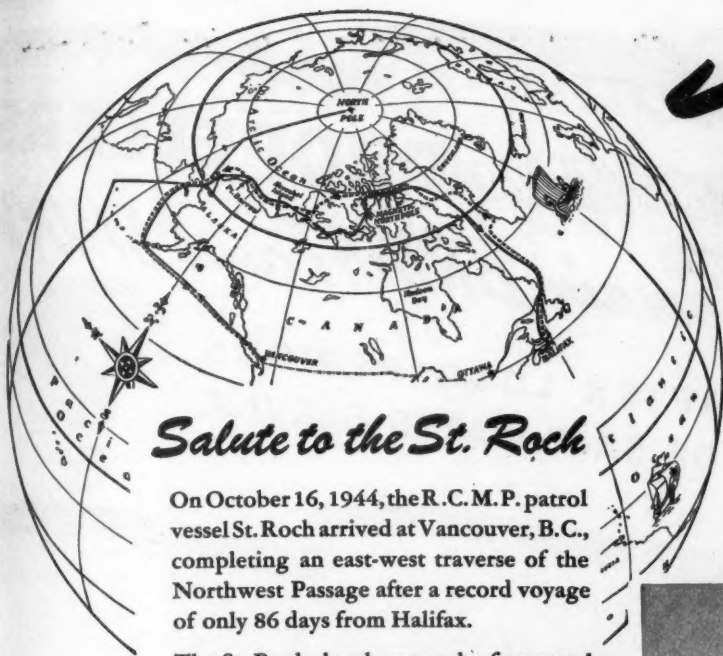


"We were fooling with the sea gulls sir,—when one suddenly overpowered Craddock!"



TH

2200 E



Salute to the St. Roch

On October 16, 1944, the R.C.M.P. patrol vessel St. Roch arrived at Vancouver, B.C., completing an east-west traverse of the Northwest Passage after a record voyage of only 86 days from Halifax.

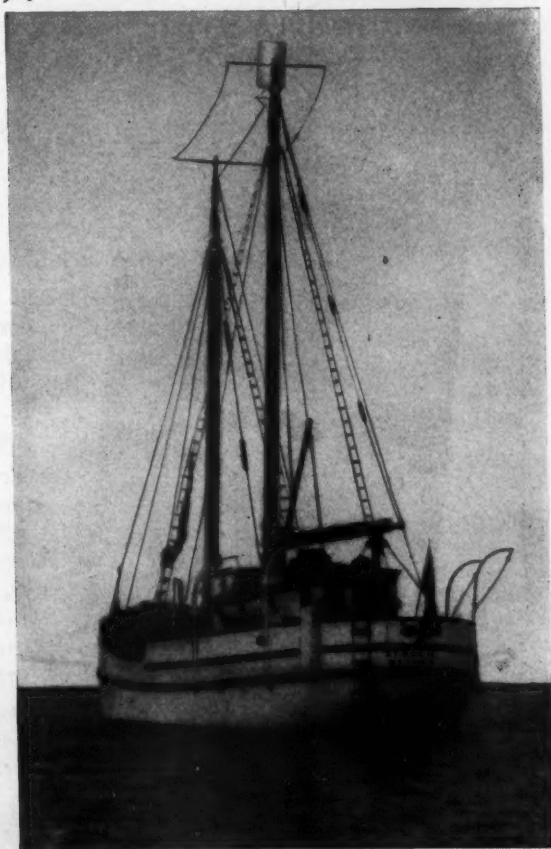
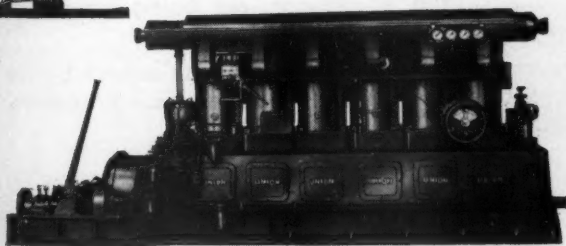
The St. Roch thus became the first vessel ever to sail both ways across the top of the world, her eastward voyage, from Vancouver to Halifax, having been completed in 1942.

Both Captain Henry A. Larsen and Chief Engineer G. W. Peters were high in praise of her 300 horsepower Union Diesel whose extra power made possible this remarkable one-season trip.

For a more detailed account of her many adventures, with many remarkable Arctic pictures, write for bulletin, "St. Roch."



FOR VICTORY BUY WAR BONDS



Royal Canadian Mounted Police Patrol Vessel St. Roch at approximate location of magnetic pole.

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2200 East Seventh Street, Oakland 6, California, U. S. A.

Cable Address: UNIGAS

World's oldest manufacturers of liquid fuel internal combustion engines.

Why do
MICHIGAN MACHINED-PITCH PROPELLERS
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... an alloy far more resistant to corrosion than ordinary manganese bronze, developed and used exclusively by Michigan Wheel Company in the production of Michigan Machined-Pitch propellers. MICHALLOY is tougher, too, considerably exceeding the Navy's requirements for tensile strength and elongation.

Propeller corrosion retards boat speed, reduces power, and finally necessitates replacement. Hence in Michigan Machined-Pitch propellers made of MICHALLOY you not only have the finest most accurate propellers made, but also the assurance of peak efficiency for a much longer period of time. "Rated" orders, which alone may be accepted at present, are being filled with reasonable promptness.

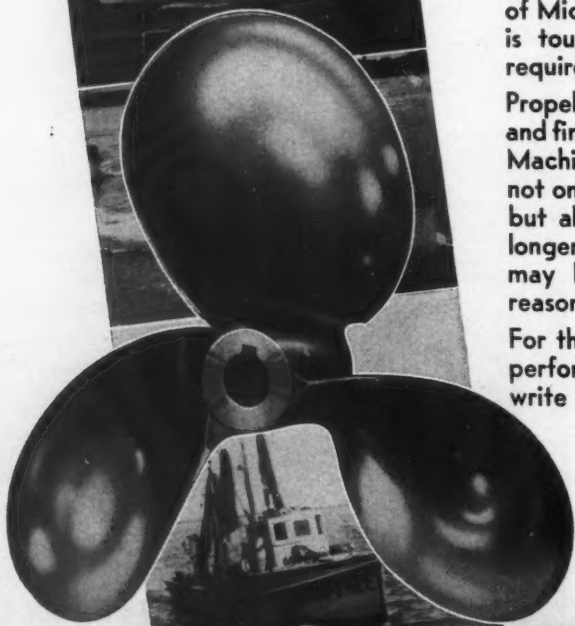
For the complete story on why you can expect better performance from Michigan Machined-Pitch propellers, write for our new catalog No. 145.

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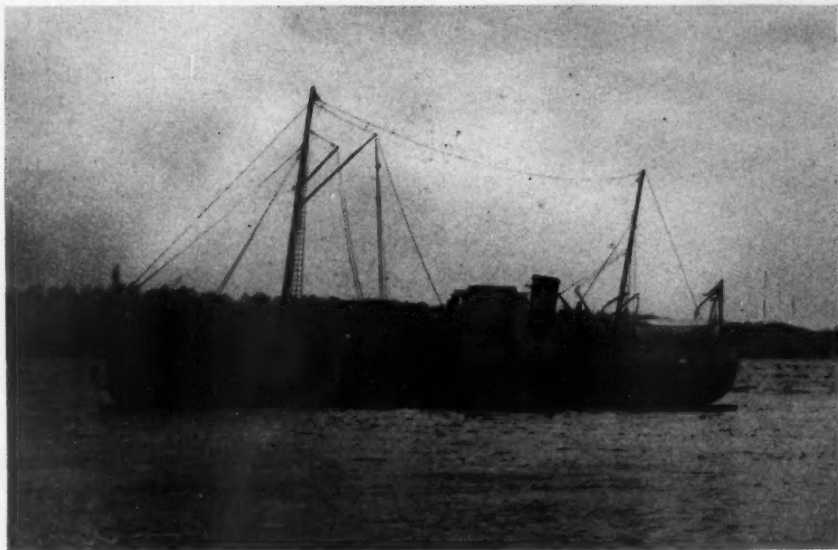
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FAIRBANKS-MORSE DIESELS

keep High Liners on top



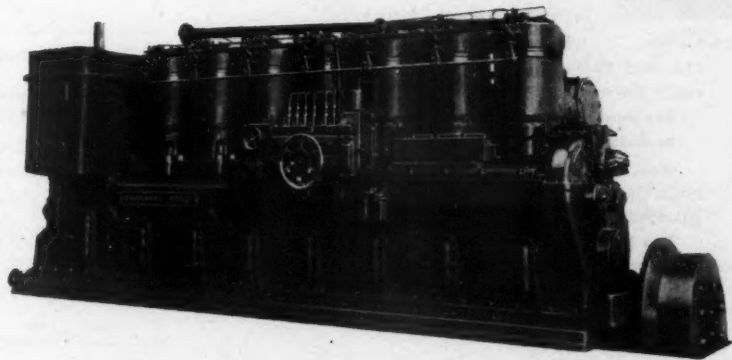
The Trawler "Arlington" of the Usen Fleet, last month's Champion of the Boston Fish Pier, as she put out on one of her five trips which netted her a bag of 757,200 lbs.

THE RECORDS PROVE IT — Latest table of fish landings at the Boston Fish Pier shows six Fairbanks-Morse powered vessels leading the fleet with a combined catch of 3,947,000 Lbs.

Four of the leading six were members of Boston's famous Usen Trawling Company fleet, which has always relied on Fairbanks-Morse for dependable, money making power.

ARLINGTON	757,200 Lbs.
WILLIAM J. O'BRIEN	725,000 Lbs.
BROOKLINE	640,800 Lbs.
NEWTON	609,900 Lbs.
LARK	607,500 Lbs.
WINCHESTER	606,900 Lbs.

A typical Fairbanks-Morse Marine Diesel, similar to the power plants on the Fleet High Liners.



Fairbanks-Morse

A name worth remembering



Diesel Locomotives • Diesel Engines • Generators • Motors • Pumps • Scales
Magnetos • Stokers • Railroad Motor Cars and Standpipes • Farm Equipment



LET'S GET THE ADMIRAL HIS HORSE!



Official
U. S. Navy Photo

Admiral Halsey has his eye on a fine white horse called Shirayuki.

Some time ago, at a press conference, he expressed the hope that one day soon he could ride it.

The chap now in Shirayuki's saddle is Japan's Emperor—Hirohito.

He is the ruler of as arrogant, treacherous, and vicious a bunch of would-be despots as this earth has ever seen.

The kind of arrogance shown by Tojo—who was going to dictate peace from the White House . . . remember?

Well, it's high time we finished this whole business. High time we got the Emperor off his high horse, and gave Admiral Halsey his ride.

The best way for us at home to have a hand in this clean-up is to support the 7th War Loan.

It's the biggest loan yet. It's two loans in one. Last year, by this time, you had been asked twice to buy extra bonds.

Your personal quota is big—bigger than ever before. So big you may feel you can't afford it.

But we can afford it—if American sons, brothers, husbands can cheerfully afford to die.

FIND YOUR QUOTA . . . AND MAKE IT!

IF YOUR AVERAGE WAGE PER MONTH IS:	YOUR PERSONAL WAR BOND QUOTA IS: (CASH VALUE)	MATURITY VALUE OF 7TH WAR LOAN BONDS BOUGHT
\$250	\$187.50	\$250
225-250	150.00	200
210-225	131.25	175
200-210	112.50	150
180-200	93.75	125
140-180	75.00	100
100-140	37.50	50
Under \$100	18.75	25

ALL OUT FOR THE MIGHTY 7th WAR LOAN

ATLANTIC FISHERMAN



Introducing a new compass for small vessels

HERE at last is a navigation instrument for vessels requiring something better than a magnetic compass . . . vessels where space, weight, and power limitations make it impracticable to use the Gyro-Compass.

Sperry announces the Gyro-Magnetic Compass, designed particularly for small craft: fishing boats, seagoing tugs, towboats, barges, work boats, yachts, and ferries.

The Sperry Gyro-Magnetic Compass is a remotely located magnetic compass from which gyro-stabilized indications are transmitted to conveniently located repeaters.

The magnetic compass unit can be located where magnetic disturbances are at a minimum. This solves many of the serious deviation difficulties inherent in the magnetic compass.

Also, its gyro-stabilized indications

as shown on the repeater compass are steady . . . regardless of the vessel's rolling and pitching.

The Gyro-Magnetic Compass can, in addition, be used to control automatic steering.

Subject to government priorities, this equipment will be available commercially toward the end of the year. Write our Marine Department for further information.

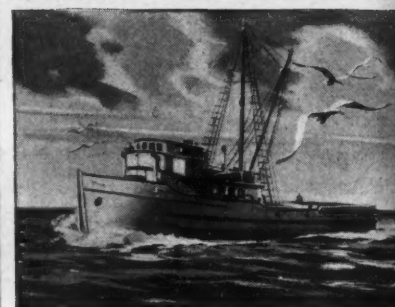
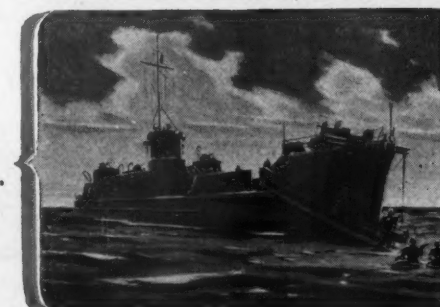
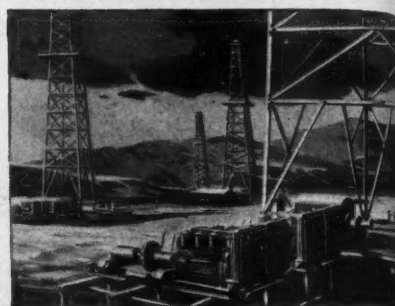
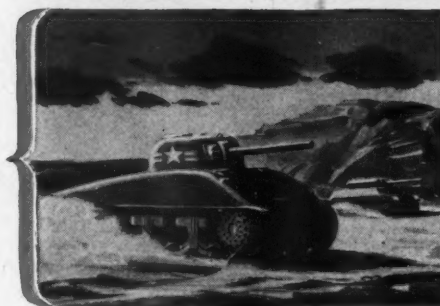
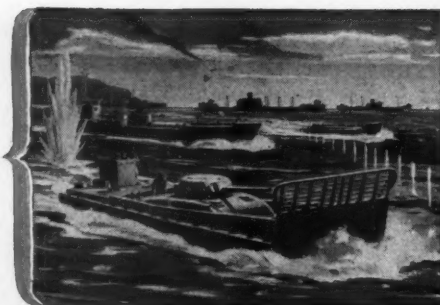
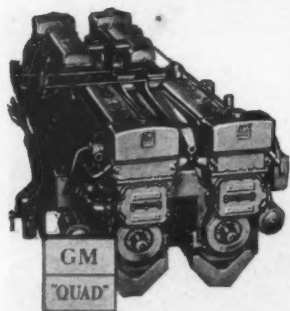
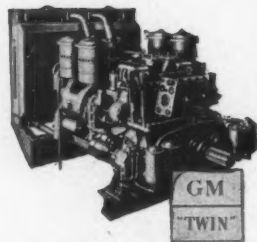
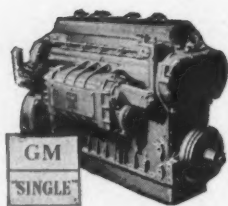
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"SINGLE", "TWIN" OR "QUAD"

This is the story of how one basic engine, a favorite everywhere it runs, has become a winner even in applications which demand two to four times its power.

The engine is the General Motors series 71 Diesel which, back in peaceful days, showed the world what dependable low-cost Diesel power could do on farms, highways and on scores of construction projects where developments in progress were quick to recognize the advantages of packing more power into less weight and space.

It's busy now all over the world powering landing craft and machinery that is building landing strips and leveling jungles.

Where double the power is needed and space is cramped, two engines are joined side by side. Such "Twins" are used in M-3 and M-4 tanks and M-10 destroyers.

In its third form, two "Twins" are joined end to end, forming a "Quad." It is two of these "Quads" that drive the twin screws of the famous LCI's (landing craft infantry), fastest of all landing craft.

But whether "Single," "Twin" or "Quad" these GM series 71 engines are promising many advantages for power users on big jobs and little. With a range of horsepower to fit almost every need, the GM Diesel will be a good bet for everyone who wants dependable power at low cost.

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Yes it's true. You can rent a Fathometer. You can have all the advantages of echo-depth-sounding without making a large capital investment. For a nominal sum per month you can have the Fathometer that has been tested for more than two decades on fighting, cargo and fishing vessels. With it you have the trained assistance of Fathometer field engineers located from coast to coast.

With your Fathometer you can find the edges of banks or runs. You can actually locate fish, such as herring, which travel in large schools. You can easily follow a desired depth contour. And with Fathometer there will be additional safety for crew, valuable cargo and ship for "bottom navigation" will enable you to follow underwater landmarks and find your way home despite darkness or fog.

Any master who fishes and navigates with Fathometer will tell you how valuable it is to him. Be sure and write for information on the Fathometer rental plan.

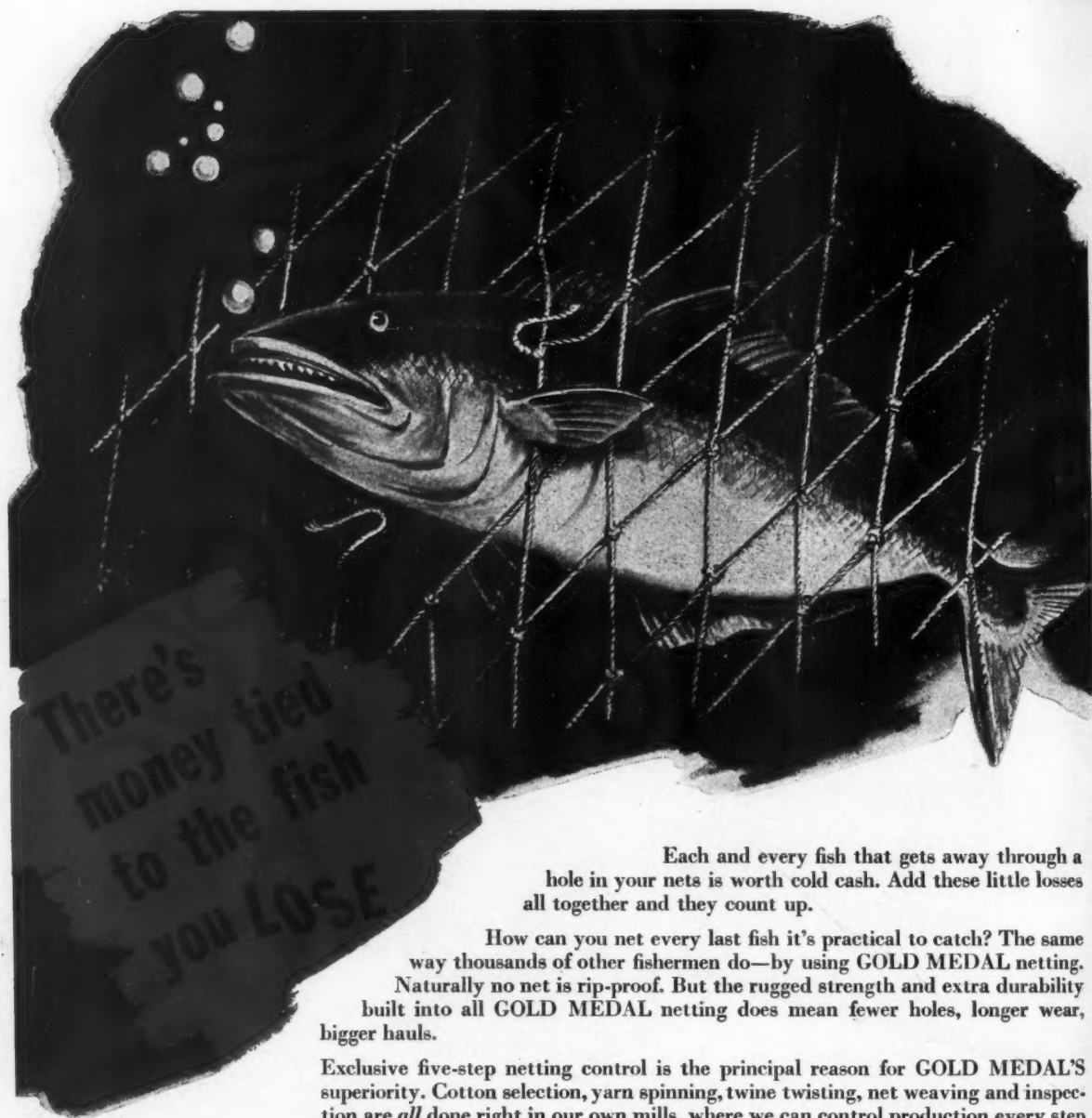


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Each and every fish that gets away through a hole in your nets is worth cold cash. Add these little losses all together and they count up.

How can you net every last fish it's practical to catch? The same way thousands of other fishermen do—by using GOLD MEDAL netting. Naturally no net is rip-proof. But the rugged strength and extra durability built into all GOLD MEDAL netting does mean fewer holes, longer wear, bigger hauls.

Exclusive five-step netting control is the principal reason for GOLD MEDAL'S superiority. Cotton selection, yarn spinning, twine twisting, net weaving and inspection are *all* done right in our own mills, where we can control production every step of the way.

When it comes time to order netting, remember the name, GOLD MEDAL. It's a promise of netting dependability and worthwhile savings.

Other Netting Products: AN&T Coy Linen Netting • Knox's Sea Island Gill Netting • Gold Medal Hanging and Mending Twines • Plymouth Rope • A complete line of Netting accessories.

GOLD MEDAL NETTING

means controlled production in our own plants, from the bale of cotton to the finished netting. No other netting can make this statement. This is your assurance of dependable quality.



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Washington Wants to Increase Fish Production

By Fred Lardner

GOVERNMENT officials are becoming more and more aware of the importance of the fisheries as a means of alleviating the shortage in protein food, which probably will become greater before it lessens. The North Atlantic fisheries provide the bulk of the supplies of fresh fish, and the accent these days is on fresh fish. Manpower for processing and containers and packaging are in such tight supply that many Government officials and members of Congress, according to present indications, are willing to make allowances to see that North Atlantic fisheries are given the right-of-way to produce as much fresh fish as possible.

In late April the House Special Committee To Investigate Food Shortages held a hearing in Boston to learn how the industry might be helped. As a result of this hearing, the committee is now considering the following industry requests:

1. Partial restoration of the price cuts resulting from OPA rollbacks. In Maximum Price Regulation 418 (fresh fish) the Office of Price Administration stated it intended an overall cut of 15 percent in ex-vessel prices. Actually, according to Capt. Patrick McHugh of the Atlantic Fishermen's Union, a 36 percent cut resulted. The fishermen want a 15 percent price restoration, which they claim is justified by operating expenses.

2. Settlement of the fishermen's share on a ceiling price basis. This matter of OPA ceilings is bothering the industry no little, simply because it is one of a very few industries which isn't getting ceiling prices on many items. Congress legalized ceiling prices based on average 1942 prices. The OPA based ceilings on weighted average 1942 prices. This, said the House Fisheries Committee in Report No. 2068 (December 14, 1944) violates the law. OPA's ceilings on many items are less than the floor prices requested by Congress, the House Committee was told.

Now the Stabilization Act of 1942 and the Hold-The-Line-Order require stabilization of wages and prices on the 1942 basis. Therefore the fishermen feel they are getting cheated. They insist that Congress urge the War Labor Board to approve fishermen's requests for fair prices and wages.

3. The House committee is considering a demand that the Commodity Credit Corporation take action in the fishing field to support market prices with authorized Government prices. This is an issue which has been debated for some years now. The fishing industry feels that, since agriculture has the benefit of Government support prices, it too should have that benefit. The industry points to Canada, where official action of the Canadian Government recently resulted in an appropriation of \$25,000,000 to support fishing prices. The idea is not new; foreign governments have supported their fishing industries with cash for many years. In fact, foreign "subsidy" of fishing may prove a peril to domestic fisheries in the postwar period.

According to William C. Herrington, fishing coordinator for the New England area, the 1945 North Atlantic fleet has the potential capacity to equal or exceed the record 1941 catch, and to provide an increase of 75,000,000 pounds above the 1944 level. To increase the capacity beyond this level, he claims, will require more larger boats capable of fishing more distant grounds. To obtain this increase, he said, will require:

1. More manpower in shore plants during the summer and in the fleet. With VE-Day an actuality manpower needs will be at least partially met. The Army is scheduled to begin releasing men as soon as possible, and the War Manpower Commission and other agencies will press for early release of fishermen. But many of the fishermen now in the armed forces are in the Navy and the Coast Guard, and not many of these will be released.

2. More capacity for freezing and storage and the manufacture of ice at Gloucester and New Bedford. These needs are being brought to the attention of the War Production Board and the War Food administration. It is believed that storage and ice, along with other necessities of industry and commerce along the Atlantic seaboard, will become less tight.

3. Settlement of labor grievances without interfering with production.

Federal Trade Commission Takes Action

The Federal Trade Commission has just taken action against certain fishermen in the New England area accused of engaging in restraint-of-trade agreements in the sale of mackerel. They have been ordered to "cease and desist from carrying out any planned common course of action or agreement restricting the quantity of fish to be caught and sold to dealers; fixing the prices at which fish are to be sold to dealers in any market or establishing or maintaining any price differential among different markets; prescribing the length of time a boat carrying fish to market shall remain in port; holding meetings for the purpose of reaching agreements governing the quantity of fish to be caught or the price at which they are to be sold; prohibiting negotiations for the sale of fish by radio phone; or engaging in any practise substantially similar to the following, with the purpose or effect of establishing or maintaining uniform prices for fish."

It might be argued that by this action the Federal Government is interfering with the economics of fishing. In various similar actions regarding other industries, the FTC has shown an unwillingness to admit that competition can be ruinous, that it can depress prices to an unreasonably low level. If there ever was an argument for governmental support of fishing prices, this is it. In the field of agriculture, the commission could not possibly take such an action, since agricultural prices are more or less guaranteed by the government.

The Menace Of Foreign Trade

At the present time the House Ways and Means Committee is debating the Doughton bill to extend reciprocal trade agreements. The controversial feature of this bill is a provision providing for a reduction of 50 percent in present tariffs. Since tariffs can be reduced now to 50 percent of the value of the imported commodity, the provision, if approved, would permit importation at 25 percent of value. It is generally agreed that industrial prices in the United States are about 60 percent higher than foreign prices, so that in reality foreign producers would have a 35 percent price advantage if the Doughton bill is approved.

This tariff subject has a direct bearing on the North Atlantic fishing industry. Authorities claim that Iceland, Greenland, and other North Atlantic countries might demoralize the industry in the postwar period.

"With lower living costs and Government-assisted production, these countries can produce processed fish at prices that will completely demoralize our North Atlantic fish industry, and drastically affect the fishing industries of other sections," said William C. Herrington, area coordinator.

"It is urgent," he said, "that some plan be developed and adopted which will provide for sharing of our markets with our neighbors to the extent consistent with the maintenance of operations in our own industry but not beyond."

Even at the 2½-cent tariff, postwar imports may reach 100,000,000 pounds, he added.

Fish As An International Food

In testifying before the House Foreign Affairs Committee on creation of an international Food and Agriculture Organization, Secretary of Agriculture Wickard said that the fishing industry merits particular consideration in helping to meet international food needs.

"It is evident that the inclusion of fish is wise when we think of the great numbers of people who rely on fish as one of their chief foods, and of the vitamins, minerals, and protein that make fish such a valuable food.

"Also in considering the welfare of those who catch fish as well as those who eat them, it is important to remember that deep-sea fishing is by its very nature an international calling. Cooperation among nations is needed to conserve the fish supply by preventing the over-use of present fishing grounds, and to locate new grounds by studying ocean conditions and the movements and habits of the fish. In addition, much can still be learned about the best ways of catching and preserving fish."

"St. Roch" First to Sail Northwest Passage Both Ways

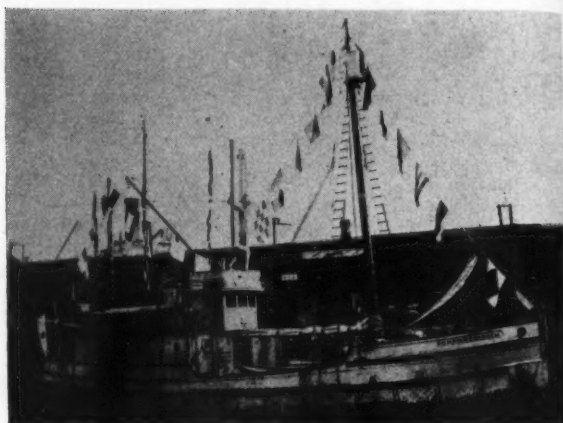
ARRIVING at Vancouver, B. C., last October, 86 days out of Halifax via the Northwest Passage, the Royal Mounted Police patrol vessel *St. Roch* became the first craft ever to sail both ways across the top of the world. She was the second ship in history to make the passage from east to west, and holds the honors for the west to east trip which was completed in 1942 in 28 months.

The *St. Roch* was already an Arctic veteran before she started her history-making trips, having done patrol work since 1928, the year she was launched. She was originally powered with a 150 hp. Union Diesel manufactured by Union Diesel Engine Co., Oakland, California. Previous to her east to west return voyage, the vessel was repowered with a 300 hp. six-cylinder Union Diesel with sailing clutch.

The *St. Roch* is a vessel of 323 tons displacement, 104 feet 3 inches overall, 24 feet in molded beam, and with molded depths of 11 feet at the stern and 9 feet 6 inches at the bow. Under water, her whole construction is on the "saucer" plan, so that ice pressure will tend to lift the vessel rather than crush it.

Construction is of the heaviest, her hull having practically solid timber, in thicknesses up to 21 inches. Frames are 13" x 7" sawed Douglas fir, while planking is 2 3/4" fir, covered with 1 1/2" ironwood sheathing. Inside she has a 3 1/2" ceiling. Her stem and stern are Australian gum wood.

Throughout her entire career the *St. Roch* has been under command of Staff Sergeant Henry A. Larsen. He was born in



The "*St. Roch*" upon arriving at Vancouver, B. C., following her return from Halifax, N. S.



The "*St. Roch*" locked in the ice.

Norway, as was Roald Amundsen, who made the first traverse from east to west in 1906.

In the Spring of 1940 Larsen was ordered to take the *St. Roch* right through to the east coast. Behind the story of that heroic crossing are many hardships and many close brushes with death. More than once the eight-man crew of the *St. Roch* nearly met the fate of Sir John Franklin and his men, who had perished while attempting a similar voyage in the Arctic nearly 100 years before. Often she was threatened by giant bergs. Repeatedly she was lifted bodily by the surging ice floes. Several times her people were ready to abandon the ship and take to the ice, but each time they were blessed with "luck".

One such experience was at Paisley Bay, near the magnetic North Pole. Fighting their way through the ice only fifty yards from shore, they suddenly found themselves locked as the floes piled hard against their ship.

"We couldn't move an inch," said Larsen. "Our ship was dead. We easily got lines ashore and made fast to boulders. There we stayed for eleven months and a day, in the most barren part of the Arctic."

A little farther along they spent 24 days drifting up and down a stretch of only 45 miles off the Boothia Peninsula. A strong gale finally split an ice barrier and let them through.

The *St. Roch* started her first epochal voyage from Vancouver in June and, going by way of Dutch Harbour, Herschel Island,

Fort Brabant, a Hudson's Bay Post at Tuktuk on Bailie Island, Coppermine and Cambridge Bay, reached Walker Bay too late in the season to proceed any further, where she was locked in the ice. After breaking out in the Spring of 1941 she put back to Tuktuk for additional supplies for herself and Cambridge Bay Detachment.

The *St. Roch* then proceeded to Franklin Strait, which Larsen described as the worst portion of their voyage, and in September of 1942 reached Baffin Bay. She then sailed down past Labrador to Newfoundland, called at Sydney, N. S., on October 7, and arrived at Halifax on October 9, after traveling 9,000 miles. Except for her radio, the *St. Roch* was entirely out of touch with civilization during her 28 months in the Far North.

Following engine installation the *St. Roch* departed from Halifax July 22, 1944, on what was to be an even more sensational voyage through the Northwest Passage than her first. She reached the mouth of the Mackenzie River in a matter of weeks only, and sailed thence to Point Barrow in only a few days more.

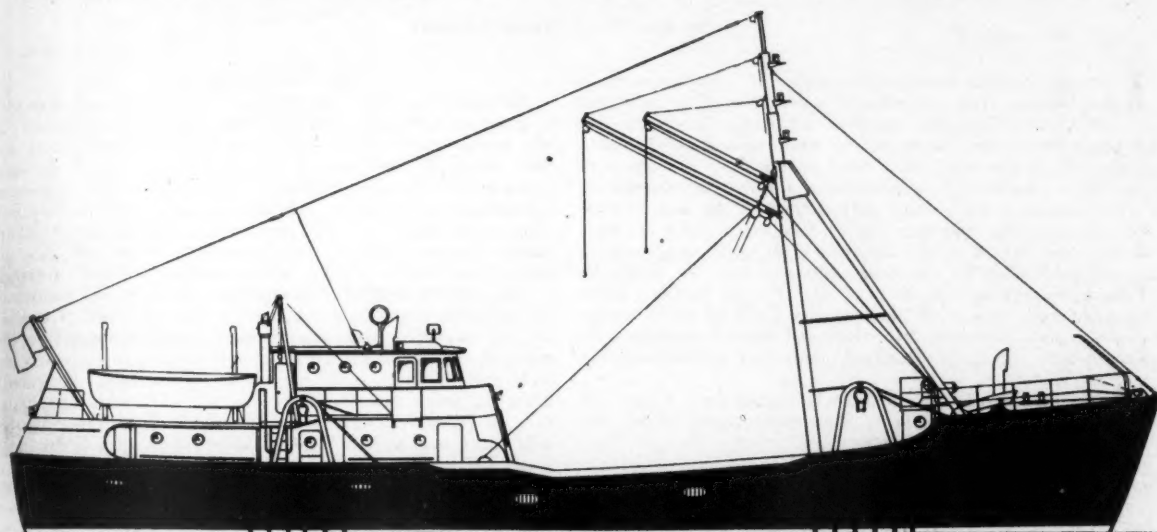
The voyage was the farthest north yet made through the Northwest Passage, and followed a route which it is believed will make it possible for vessels to go through the Passage in a single season, without spending a Winter in the ice. Deep water was found all the way. Previous voyages had been made through waters which were at times barely sufficient for such small vessels as the *St. Roch*.

The route on this second traverse of the Passage took her north past Labrador to Saxe-Coburg Island without event except that much ice was encountered. To avoid this she crossed over toward Greenland and followed as far as Disco Island, where she was hemmed in by ice two days, but managed to break free and went on to Scott Inlet. Baffin Land. Thence she went to Devon Island and there, at Erebus Bay, found pieces of wood from ships which had searched in vain for the ill-fated Franklin expedition nearly 100 years before. "As far as Lanc-

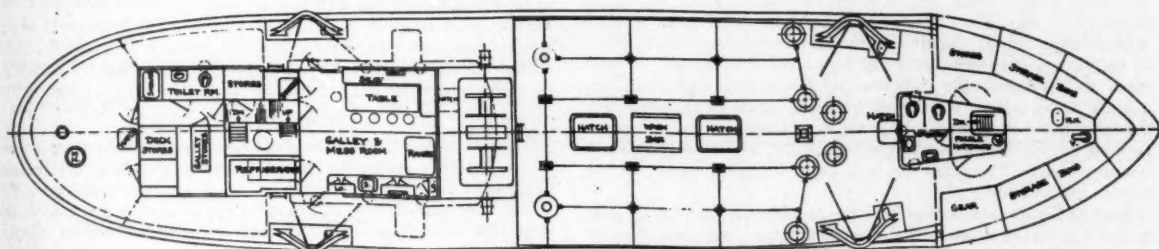


Corp. G. W. Peters, chief engineer, and the "*St. Roch's*" 300 hp. Union Diesel engine.

121' Trawler Design Provides Ability of Larger Ship



Outboard profile and deck arrangement plans of the 121' Wheeler Shipbuilding Corp. steel trawler, designed by John G. Alden.



A NEW welded steel trawler possessing many notable characteristics has been designed by John G. Alden of Boston for Wheeler Shipbuilding Corporation of Whitestone, New York. On a length of only 121'4" overall, 25'8" beam, 13' loaded draft and 14'3" depth, this new vessel has the hold capacity, crew accommodation, sea keeping and fishing ability of a much larger and more costly ship.

Although the well insulated fish hold can carry 320,000 pounds of iced fish, the vessel has plenty of freeboard, and should be a dry ship under all conditions. The design and ar-

rangements are such that there is remarkably little change of trim throughout the service range of loading.

The forecastle is arranged for 16 men and provides as much floor and air space per man as in the larger boats. The usual staterooms are provided for Captain, Mate, Engineers, and Cook, together with toilet and shower facilities. A companion-way allows undercover access to the engine room and galley from the Captain's stateroom and boat deck. An exceptionally large amount of storage space is provided for fishing gear, ship stores, engineer's stores, and galley stores.

Heating of all quarters is by forced hot water circulation from a unit in the engine room, the pipes leading to and from the forecabin being run in insulated casings along the bulwarks.

The fishing equipment is particularly worthy of notice. The large capacity winch (500 fathoms $\frac{7}{8}$ " wire on each reel) is driven by an independent Diesel engine through a fluid coupling and worm gears. Located in the engine room, this equipment is easily serviced. This equipment provides similar service and shock protection of a full electric drive at considerably less expense.

A new bollard arrangement is provided utilizing single instead of double bollards, which are set at the proper angle to give correct leads to the cables, thus reducing cable wear to a minimum. A special treatment of the rail eases the work of getting the nets aboard.

The Alden type of tripod mast provides all facilities for handling the net and gear without interfering in any way with work around the gallows frames and trawl boards.

Any one of several engines may be used, including a turbo-charged Diesel rated 700 hp.

The electrical equipment has been reduced to a minimum, current being supplied by a 15 kw. auxiliary Diesel, a 10 kw. shaft driven generator, and a 288 ampere hour storage battery. The auxiliary engine also drives the standby compressor and the main bilge and fire pump.

aster Inlet the ice is mainly in bergs, which are not too bad to navigate, for you can see around them," said Larsen. "From there on, however, it is one vast pack which never melts."

From Erebus Bay the *St. Roch* passed through Barrow Strait, passed Cape Providence and lay for four days in the fog in Melville Sound. She eventually picked up land at Richard Collin Inlet and completed her passage through Melville Sound at Peel Point, Victoria Island. Larsen and his men were the first white persons to traverse this part of the world by ship.

From this point the *St. Roch* passed through Prince of Wales Strait, across Amundsen Gulf and the Beaufort Sea to Herschel Island, where she arrived September 17, only fifty-one days out from Halifax. Passing through a narrow, open channel between the shore and the main Arctic ice pack, the *St. Roch* reached Point Barrow October 2. Navigation during this portion of the voyage was almost entirely by hand sounding line.

Once the *St. Roch* ran on an ice floe which had been mistaken for a white horizon. "Fortunately," said the Captain, "it was a sloping shelf and we slid right back off again."

From Point Barrow the *St. Roch* went south through the Bering Sea to King Island and Akutan, thence to Cape Scott and down the Inside Passage home.

Skin Troubles As An Occupational Hazard

By Dr. W. Schweisheimer

IN recent medical journals the number of articles concerning skin troubles from occupational causes is steadily increasing.

There are always some materials which may injure the skin of all workers who are bound to work with those materials. There are, on the other hand, other materials which affect only part of the workers—those sensitive to a particular material.

The frequency with which inflammation of the skin (dermatitis) occurs among fishermen and fish handlers makes it the chief occupational hazard in this industry. This is the conclusion of a new publication by Dr. Louis Schwartz and Dr. Irving R. Tabershaw, both of the U. S. Public Health Service. Their extensive study groups the skin troubles noted in the following classifications: Abrasions, lacerations and fissures; secondary infection; bites and stings; "Redfeed" dermatitis; erysipeloid; skin cancer.

The injuries classified as abrasions, lacerations and fissures are common throughout the industry, since bony spines, fishing gear and other sharp objects are handled.

"Pigeons"

Infections are frequently seen around the wrists of the fishermen. They are apparently due to infection of injured parts from the dirty oilskins. The lesions are called "pigeons" by the fishermen. They may last long and are similar to a chronic boil. Schwartz and Tabershaw point out that such infections occasionally also occur along the skin of the neck. If a lesion has occurred at any place, harmful germs may be rubbed directly into the weak spot. Bacterial infection may follow every injury of the skin, particularly on hand and foot. Fortunately, in most cases the inflammation remains localized and will disappear quickly under proper treatment. However, there is the possibility that the infection extends along the lymphatic vessels and causes swelling of the lymph nodes (lymph glands) and inflammation of lymph vessels. This may be seen as red lines passing up the arm or leg and thigh.

Sumner L. Koch has resumed the problem of infection: "The trivial hand injury, promptly and accurately cared for, goes on to rapid recovery; neglected it may result in serious infection." After first treatment with disinfecting solutions and dressings the doctor will take care of the treatment. Bites and stings have been known to occur from dogfish,—skin infections from various stingfish. Schwartz and Tabershaw mention the following other causes of bites and stings. The sting of the sea anemone causes redness and blisters, and abscess may follow. The sting of certain rays, the jellyfish, Portuguese man-of-war and sea nettles are some of the other causes of dermatitis in men working with sea water.



The 83' Gloucester redfish dragger "B. Estelle Burke" owned by John J. Burke, Jr., and skippered by Capt. Thomas Murray. She is powered by a 180 hp., 400 rpm. Superior Diesel sold by Walter H. Moreton Corp., and recently landed a capacity trip of 110,000 lbs.

"Redfeed" Dermatitis

An interesting description of the so-called Red-feed dermatitis is given by Schwartz and Tabershaw. This lesion occurs only in the months from June to September when mackerel are in season. Mackerel feed on minute crustaceans, one of the most common of which is "redfeed", a reddish-orange crustacean occurring in vast swarms. Fish containing these do not keep well after being caught. Other varieties or organisms of a reddish color eaten by mackerel do not cause such spoilage; they are dark red or purple in color, while the true "redfeed" is orange.

This redfeed, together with digestive juice from the stomach of the mackerel, burns the hand and is sometimes called "Cayenne" or "red pepper". After one or more days of exposure to this material, the skin of the hands becomes swollen and intensely red with many ulcerations on the surface of the skin, particularly along the palms and side of the fingers. The authors emphasize that the lesion is painful but heals quickly upon application of mild soaks, such as boric acid or dilute epsom salts, followed by boric acid or zinc ointment, and avoiding further contact.

Schwartz and Tabershaw mention some other fish in this connection. On the west coast, skin trouble occurs after contact with the skin of the skipjack. The skin of the tuna and the skipjack is said to contain a substance which irritates the skin. It will cause skin inflammation in anyone working for any length of time with ungloved hands. The rosefish, which is found in great quantities in Atlantic waters, has many pointed bones extending back from its head. They may produce punctures of the skin. These puncture wounds are sometimes followed by inflammation of the lymph vessels and lymph glands, but the incidence of those infections has diminished in the past few years.

Hand Infection

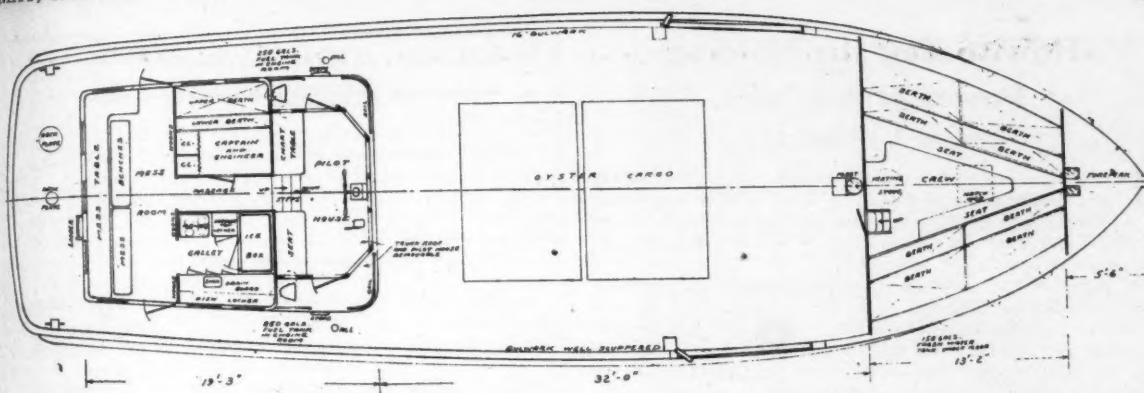
A lesion of the skin of the hand rarely occurring on the Pacific Coast, but very frequent along the Atlantic Coast, is Erysipeloid. (The name comes from the Greek words erythros-red, and pella-skin.) The skin disease is produced by a certain germ with the somewhat complicated scientific name of Erysipelothrix rhusiopathiae. It is a common occurrence with fishermen, fish handlers, abattoir workers and butchers, and always concerns hands and fingers. A recent study has been published by Klauder, Kramer and Nicholas of Philadelphia. Pain, intense swelling, purplish red inflammation at the site of the injury are the main features; suppuration is mostly absent. The inflammation progresses down the finger—which usually has been punctured by a fish bone—into the web and frequently concerns the adjoining finger too. This type of infection is called "run around" by the workers.

Schwartz and Tabershaw point out that erysipeloid is derived chiefly from contact with gurry or the remains of any kind of fish that has been spoiled. The cases which occur from the handling of fresh fish are usually mild in nature. It has been noted that if free bleeding follows the puncture of the hand, infection is rare. The disease appears within a period of several hours to one or two days. Inflammation of the lymph vessels is frequent, and many of the workers complain of pain and tenderness along the arm and forearm.

Tar and Cancer

There is a belief,—though by no means proven—that people exposed to excessive amounts of sunlight develop cancer of the skin. Exposure to tar is said to increase the disposition to cancer. Rutherford T. Johnstone says that tar cancer is not infrequent in fishermen. Fishermen use tar on their nets to keep them from rotting and to impregnate rope, cables and tarpaulins. Tar becomes smeared on the hands, especially in hot weather, and is carried from the hands to the face. Fishermen also have the habit of holding the needle in their mouths while mending the nets. P. Shambaugh studied this type of skin ailment among the fishermen of Gloucester and reported eight cases of cancer of the lip,—a rather high incidence. He believed that the tar was the cause and not the constant exposure to the rays of the sun.

Generally it may be said that a thin and dry skin, with a low fat content, is sometimes a predisposing factor to skin troubles. With patience and proper treatment most of the occupational skin troubles can be safely cured.

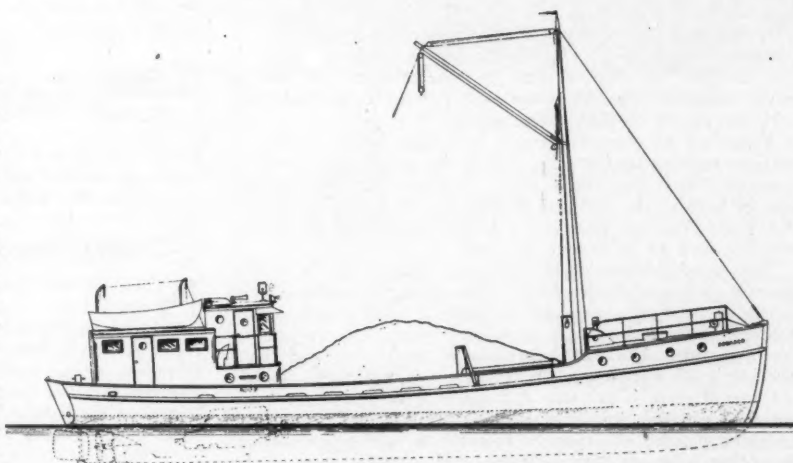


New Oyster Dredge Design

DESIGNED to suit the new regulations permitting oyster dredging under power on the New Jersey shore of Delaware Bay is the accompanying new 75' oyster boat from the design department of the Delaware Bay Shipbuilding Co. of Leesburg, N. J.

She has a 22'6" beam and a draft of only 4', so that she can operate in very shallow water. She is of round bottom type and of strong construction, with heavy sawed frames and thick planking, and plenty of oak in her keel and keelsons.

The boat will have a power takeoff to operate the dredges through chain spools located in the hold. Her quarters are conveniently and comfortably arranged.



New Jersey Making Good Pound Net Catches

PHENOMENAL catches of mackerel and other fish have been brought in by Sea Isle City pound net fishermen during April and May. The Sea Gull Fishery, owned by John McLaughlin, caught more than 40,000 pounds on April 28, requiring three trips to the pounds to bring in all the fish. Thomas Dentino, manager of the Fishery, reported the total mackerel catch for the week of April 23 at 200,000 pounds.

The Pound Net Fish Co., owned by Pasquale LaRosa, landed about 75,000 pounds of mackerel during the same week, with lighter catches of mixed fish amounting to about 100,000 pounds.

Prohibit Mechanical Motive Power

The New Jersey State Board of Shellfisheries at a meeting held in New Gretna April 12th passed a resolution which prohibits any boat or vessel propelled wholly or in part by steam, naphtha, gasoline or electricity or any mechanical motive power to be used by a lessee in the catching or taking of clams from any of the leased lands in Little Egg Harbor Bay and Barnegat Bay while so mechanically propelled, and also prohibits the use of dredges or other instruments drawn by such boats or vessels to be used on the leased lands for the purpose of catching and taking clams.

Whenever any lessee shall use a dredge or other instrument drawn by a boat or vessel operated by mechanical motive power for the purpose of catching oysters from any of said leased lands, the amount of clams caught, taken or gathered incidental to the operation of harvesting oysters, shall in no event exceed more than 10% by volume of the total quantity of clams and oysters which shall have been taken on said boat or vessel.

The resolution was made necessary due to the fact that lessees of shellfish lands in the area in recent years have discontinued the cultivation of oysters to a great extent, and have utilized their leased lands for the sole purpose of harvesting the natural growth of clams by means of dredges drawn by boats which

are propelled by some mechanical motive power. The harvesting of clams by means of dredges or rakes operated by mechanical power so violently agitates and disturbs the soil that valuable clam land is being destroyed progressively year by year and the continuation of this dredging will finally result in the destruction of these lands. The application of mechanical power on the lands for the catching of clams also seriously depletes the supply of clams necessary to serve as spawners.

First Black Drum Caught

An 85-pound black drum, the first to be caught in the surf this year, was brought to shore April 13th by Capt. Peter Westerland of Wildwood.

Westerland was off Avalon and his nets were cast for shad when he discovered the drum struggling in the net. The drum was shipped to a New York market from Ottens Harbor dock, where the skipper keeps his bank skiff.

Westerland who has been fishing for 30 years, said he had never before caught a drum in the surf so early in the year. Drum fish season usually starts late in May in the Delaware Bay.

Fishermen Drift Three Hours

Five Sea Isle City fishermen drifted for three hours early April 23 with a record catch of mackerel, when their boat the 40' *Mario S.*, owned by Pasquale LaRosa, failed to start. The boat threatened to sink at any moment, due to the great weight of the fish.

The fishermen erected a 15-foot oar with an oil skin jacket waving as a signal of distress, but were unable to attract the attention of passersby. Upon finding the engine would not start, they moved closer to the beach, hoping they could more easily be seen. They were finally picked up by a small skiff boat owned by Tony Romano.

Ask Dredging of Hereford Inlet

Dredging of Hereford Inlet to aid fishing and Coast Guard boats to properly navigate was recommended by the North Wildwood Council of the State Board of Commerce and Navigation on May 2nd. A request for the dredging of the Inlet to a depth of 10 ft. will be made.

How to Test the Holding Power of Anchors

By R. S. Danforth

THERE are lots of claims made covering the holding power of different makes of anchors in different holding grounds. Most people are very skeptical about relying upon claims of this nature until they have had experience in riding through a storm with the anchor in question.

Actually it is a fairly simple matter to get a rough check test on the holding power of an anchor and your own boat will usually provide the facilities necessary. Nearly any well powered craft can put a load on an anchor that is greater than the boat will normally receive when anchored. The actual pull of an engine on a dead load can be approximated by multiplying the horsepower of the engine by 20. This value is very close for a boat with a fairly heavy duty propeller. If a light, high-speed propeller is used the pull will be reduced somewhat.

Suppose you wish to test the comparative holding power of two anchors. At first it must be realized that the holding power, especially on the newer type anchors varies materially with the nature of the holding ground.

A modern anchor will have a very high holding power in bottoms such as sand or clay and its lowest holding power in bottoms such as deep soupy mud. To determine what the bottom is, look at the material sticking to the anchor when you pull it up. You can also form a rough idea by the feel with a sounding lead or by arming the lead.

The second thing to decide on is the scope to use in making the test. Scope is the length of cable from the anchor to the surface of the water divided by the depth of water at the anchor. A scope of 7 or 8 to 1 is considered satisfactory by ancient fisherman rule. A shorter scope can be used on sand or hard mud but it will impose a much heavier shock load on the anchor and boat if there is any sea. A scope of 8 to 1 or more is essential to get high holding power in very soft mud.

Having decided the type of bottom and the proper scope, the anchor is let out with sufficient cable from the stern of the boat and the engine speeded up until the anchor drags. The engine speed is noted and drag is maintained at a speed of one or two knots for further observation. Repeat this procedure to test anchors of other types or sizes. By comparing engine speeds you can make a fairly accurate estimate of the holding power.

If full power of the engine is not sufficient to drag the anchor you can increase the load on the anchor by dropping the boat back about 10 or 15 feet and then giving full speed on the engine. This should be done very cautiously as a 40-foot boat will build up very quickly a load of three or four thousand pounds and care must be taken that bits and cable are sufficiently strong to stand strains of this nature.

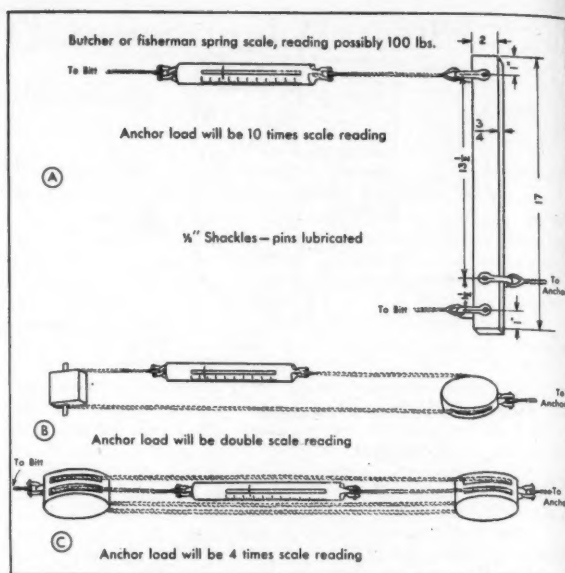
An anchor should always be "set" after you drop it by placing a pull on it. In the case of the Danforth anchor it will set in below the surface of the ground where it cannot be fouled and you will be assured that you are really anchored and in no danger of dragging.

If you wish to get more exact test readings of anchor pull or a measurement of the load which your own boat places on an anchor under varying conditions of wind and sea, rig up one of the devices shown in sketches A, B or C.

Here is a third way of measuring the pull on an anchor for those who have a lever operated winch: place a spring scale at the end of the lever and multiply the reading of the spring scale by the ratio of the radius of the lever arm to the radius of the drum on which the chain or rope is carried. When using this method the boat can be moored to a dock or one anchor can be put at the bow and one at the stern.

As an example of what can be done with your own boat, I do a great deal of test work with the auxiliary cruising sloop, *Gitana*, a 40-foot John Alden design with a Gray Four-52 engine with 2 to 1 reduction gear and a 20 x 12 Hyde feathering propeller. At full power the boat will pull about 1,000 pounds.

Under normal conditions *Gitana* at anchor will rarely surge to a higher value than 400 pounds, especially if ample scope is given. While I have available very accurately calibrated electrical test links, a great deal of my early test work was done with apparatus similar to that described in this article and the results were surprisingly accurate.



Three devices for getting test readings of anchor pull.

Cooley Tendered Testimonial Dinner

NEARLY 400 persons, representing all branches of the fishing industry and allied interests from various points attended a testimonial dinner for Edward H. Cooley at the Hotel Statler, Boston, April 26. Mr. Cooley recently resigned as executive vice president and manager of the Massachusetts Fisheries Association to become President of Atlantic Coast Fisheries Co. Tributes were paid him for his untiring efforts on behalf of the industry by former Gov. Louis J. Brann of Maine, by Brig. Gen. Henry McKenzie of the Quartermaster Corps, Chicago, and by his associates in the industry. John A. Fulham, president of the Association presented him with a silver service in recognition of his 17 years of service with the organization.

Boston Union Removes Catch Limits

THE Boston branch of the Atlantic Fishermen's Union voted on May 2nd to lift restrictions and limitations on all catches. Formerly amounts had been limited according to the species and the capacity of the vessels. The action of the Union followed a conference between Brigadier-General H. R. McKenzie of the Quartermaster Corps Marketing Center at Chicago and Capt. Patrick J. McHugh, secretary-treasurer of the Union, at which time McHugh was informed that the Government was not getting as much fish as was necessary to supply the armed forces.

McKenzie said that by October 1 the Army would need 25,000,000 pounds of frozen fish for domestic needs and for export. Of this amount 1,500,000 pounds are needed at once, he said. Haddock, cod and flounders are the varieties wanted mainly by the Army.

Two New Marblehead Lobster Boats

GRAVE'S BOATYARD of Marblehead, Mass., recently completed 32' combination lobstering, netting and dragging boats for Capt. Wm. Barber and Capt. Hillard Woodbury of Marblehead. They have a beam of 9'6" and a draft of 3'6", and are planked with 1 1/4" pine, framed with 2 x 2 1/2" steam bent oak spaced 10", and fitted with a 6" sided oak keel. They have a round bottom, and are designed for all-around ruggedness with a speed of 15 to 17 mph.

The boats are equipped with a drum and davit for handling traps and nets. A 9' cuddy forward has facilities for 2 berths and a stove, and there is a large cockpit, the floor of which is raised 8" forward to form a bridged deck.

The Woodbury boat is powered with a 93 hp. Chrysler Ace engine with 2:1 reduction gear, while the Barber boat is equipped with a 115 hp. Chrysler Crown with 2:1 reduction gear, both engines being sold by Walter H. Moreton Corp.

Biloxi Boat Yard Launches Steel Shrimp Trawler

THE first of a series of sturdier, speedier, safer and more comfortable post-war shrimp trawlers, the 56 ft., all welded steel *Col. John A. O'Keefe* was launched April 7 by Westergard Boat Works of Biloxi, Inc., Biloxi, Miss. Built on order for the DeJean Packing Company of Biloxi, the new trawler, named for a former mayor of the city, was christened by four-year-old Maureen Vickers, daughter of T. F. Vickers, superintendent of the yard. She was scheduled to be commissioned about May 15 for shrimping in Gulf waters.

The vessel is said to be the first of its kind designed and built in the Gulf section, and incorporates many features not heretofore found in shrimp trawlers.

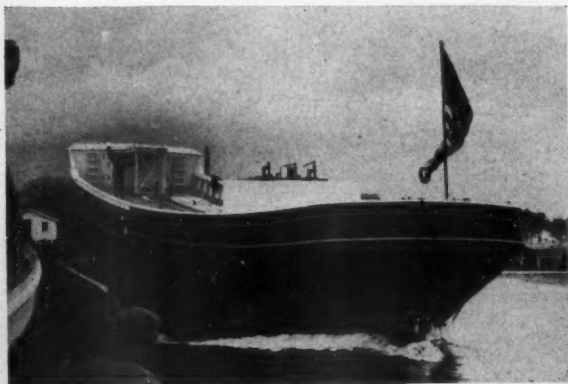
The hull, which has a 16' beam and 5' draft is framed with 2" x 3" x 1/4" angle iron and is plated with 1/4" steel plates. The entire boat, including cargo tank and deck house are electric welded, and the whole hull is metallized with zinc as a protection against rust and corrosion.

A novel feature of the hull is its four water-tight compartments. Between two of the compartments is situated the cargo hold or tank to which is attached a sump tank located in the bilges to catch the drain from the cargo tank. This arrangement prevents any of the shrimp acids or odors from entering any other part of the hull. The cargo tank, having a capacity of 33,600 lbs., will ice 150 barrels of raw shrimp. It is completely insulated with 5 inches of rock wool, which is expected to make possible a great saving in ice consumption as well as holding a lower temperature for a longer period. This will enable the fishermen to bring their catches to port in much better condition.

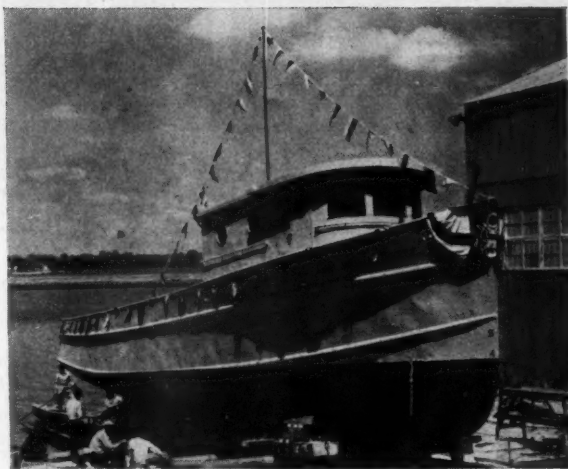
A fresh water storage tank with a capacity of 350 gallons is located in the extreme bow forward of the fo'c's'le, in which are located two bunks for crew quarters. There is no partition between the fo'c's'le and the engine room, which is entered from a water-tight hatch on the forward deck or through a flush hatch in the galley located in the deck house. The arrangement of the deck house provides a pilot house in which are located the controls; captain's quarters with two built-in berths, clothes closet and lavatory; a complete galley with built-in cabinets, sink, refrigerator, stove and table with seating capacity for three persons. The exterior of the deck house is steel, insulated with 2 inches of rock wool and sheathed with plywood with ash trim.

Two of the fuel oil tanks are located in a large storage compartment under the aft deck which provides ample room for the storage of nets, gear, etc. Two additional fuel oil tanks and a lubricating oil tank are located in the wings in the engine room. Total fuel capacity is 2000 gallons. The piping of these tanks is so arranged that fuel may be transferred from any one of the four tanks to any of the other tanks, making them dual purpose so that they can also serve as ballast tanks.

The main propulsion engine is 165 hp. General Motors Diesel with 3:1 Twin Disc reduction gear, swinging a 30 x 40 Federal-Mogul three blade propeller. The tail shaft is 2-7/16" stainless steel with Micarta stern bearing.



The 100' dragger "Catherine Amirault" taking her maiden plunge at Lyman James Shipyard, Essex, Mass.



The new 56' steel shrimp trawler "Col. John A. O'Keefe" ready for launching at Westergard Boat Works, Biloxi, Miss.

In addition to the main power plant, there is a 12-volt gasoline motor generator unit equipped with two sets of 12-volt Exide batteries, one set for starting and the other for lighting. A switch arrangement provides for either set to be used alternately for starting or lighting.

In addition to furnishing power for main propulsion, the General Motors Diesel drives the Stroudsburg deck winch, the fuel transfer pump and the Marine Products combination bilge and sump pump. This pump can be used to empty the sump tank from the cargo hull, pump the bilges, or pump sea water to the after deck for use in washing the catch, the nets, or washing down the hull.

A shaft alley, which passes from the main engine room to the bilges below the cargo hold, makes intermediate bearings and the stuffing box readily accessible for inspection and maintenance. Through this shaft alley, the sump tank is also accessible.

One of the unique features of the hull is the use of the hollow skeg as a heat exchanger for cooling the main engine which eliminates the necessity of outboard piping or the use of sea water for cooling.

All controls, reverse gear, throttle, and deck winch are handled from the wheel house. The vessel is equipped with a steel cargo mast with three steel booms, and is furnished with Kidde fire extinguishers.

Westergard Boat Works will soon introduce a new 65' deep sea shrimp trawler, two of which are now under construction.

"Catherine Amirault" Launched

THE 100 ft. *Catherine Amirault* was launched last month by Lyman James Shipyard, Essex, Mass. She is owned by Capt. Bradford Amirault of Dorchester, who will fish out of Gloucester and whose wife performed the christening.

The craft is built from a new model developed by the yard and owner, and is exceptionally full, having a beam of 23'6" and draft of 12'. Her capacity is 210,000 lbs., and she has accommodations for 12 men forward, 4 aft, and 1 in the stateroom.

The vessel will be powered with a 400 hp. Atlas Diesel turning a 72 x 48 Columbian propeller on a 7" bronze shaft with Goodrich Cutless rubber bearing. John T. Love Welding Co. is furnishing a water jacketed engine exhaust and muffler, as well as six 1/4" black iron welded fuel tanks having a total capacity of 6700 gallons and a 150 gallon lube oil tank.

Pilot house equipment will include a Kelvin-White spherical compass, Lothrop fog horn, Bludworth direction finder, 50-watt Western Electric radio telephone, Submarine Signal Co. Fathometer, and Independent Wildcat steerer.

The vessel will carry two 400-pound Danforth anchors, will be rigged with Columbian rope and fitted with Shipmate range, 2 Edson deck pumps, 110-volt Exide batteries, and an 8 hp. "Deseco" Lister-Blackstone auxiliary set.

HERE IS THE

RICHFIELD OIL CORPORATION

RICHFIELD BUILDING • LOS ANGELES 13 • CALIFORNIA

January 15, 1945

P. C. LAMB
Manager, Marine Dept

Atlas Imperial Diesel Engine Company,
102 New Montgomery Street,
San Francisco 5, California.

Gentlemen:

I have often remarked that our diesel electric tanker RICHLINE was a good advertisement for the Atlas Imperial Diesel Engine Company. Last month the cylinders of the main engines of the RICHLINE were opened up for inspection for the first time since June 1939 when we renewed the piston rings. We renewed at this time two of the pistons with piston rings; the remaining piston rings were not worn sufficiently to warrant replacement. Cylinder wear was found to range from 0.018 inch to 0.020 inch in the length of the cylinder, which is considered a remarkably slight wear for cylinders 11-1/4" x 16" and the 19 years service of these engines. Our entire cost of maintenance and repairs of the two 250-horsepower engines since their installation in May 1926 has not exceeded \$4,500.

After our recent inspection of the engines I resolved to address my remark, that the RICHLINE was a good advertisement for Atlas Imperial Diesel Engine, to yourselves, as I think you deserve the commendation. The RICHLINE has proven to be a very efficient vessel and for many years has been recognized as "the best" in her field of activity. During the past three war years she has worked especially hard, doing her part in the war effort by bunkering more than a thousand ships sailing from San Francisco for the Pacific battle areas. Four and a half million barrels of fuel oil were handled by the vessel from the oil refineries above Cardenas Straits to ships in San Francisco Bay during the three-year period 1942 to 1944.

Form of ship propulsion is one of the big questions in the marine industry today. Wear and maintenance in the past have furnished the greatest weight of evidence against the diesel engine of high power. With further improvement of the larger diesel engines to a durability comparable with smaller engines such as the RICHLINE is powered with, and the possible use of multiple small units for higher power propulsion, a decided trend to diesel engines may be expected.

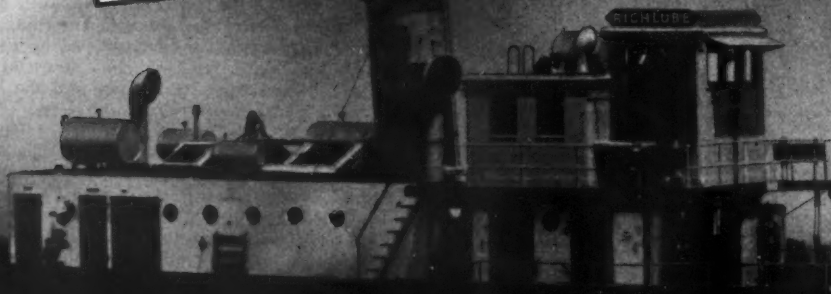
Yours very truly,

RICHFIELD OIL CORPORATION

P. C. Lamb
Manager Marine Department

PCL:JH

P.S.: Of course we all understand the effect of good lubrication, and in this connection the name of the M/V RICHLINE is significant.



ANSWER —



YES, here is the answer to that constantly recurring question . . . "Just what can we expect from a slow speed, heavy duty Atlas Diesel?" Here is the silent reply which every man on the waterfront will understand and appreciate.

After 16 years of hard service, the Atlas Diesel powered "RICHLUBE" entered the war "fit as a fiddle" and in three years delivered 4,500,000 barrels of oil to ships in San Francisco Bay. Working around the clock meant nothing to her Atlas Diesels—they were used to it.

And look at the maintenance record: less than 50¢ per H.P. per year over an average of NINETEEN YEARS. Cylinder wear of 1/1000 of an inch per year. Cylinders and pistons not even inspected for 4½ years . . . and right in the middle of the toughest service period in American marine history. WHAT A RECORD!

Yes, the slow speed, heavy duty Atlas Diesel is your best answer for reliable performance, low maintenance, and long life. Power your new boats with ATLAS DIESELS and be prepared to face the competitive conditions of the future.

ATLAS IMPERIAL DIESEL ENGINE CO.

SAN FRANCISCO • CHICAGO • NEW YORK • HOUSTON
SEATTLE • VANCOUVER • TERMINAL ISLAND • ASTORIA • KETCHIKAN
PHILADELPHIA • BALTIMORE • GLOUCESTER • NEW ORLEANS



Texas Completes Five-Month Test Rehabilitation Program

JOEL W. HEDGPETH, marine biologist of the Texas Game, Fish & Oyster Commission, and Wallace Lassiter, planting crew foreman, have directed the transplanting of 26,315 barrels of oysters on 60.9 acres in upper Aransas Bay near Fulton, from seed reefs in Copano Bay in a test of the proposed oyster rehabilitation project. The transplanting program was begun in December of last year, and activity was suspended during April when the weather became too warm for satisfactory rehabilitation of the reefs. If the program is successful, it will eventually be extended to other oyster bottoms.

During the Summer months while the weather along the Texas Coast is unfavorable for oyster transplanting, an oyster survey will be made to determine which reefs are suitable for planting and to make a more extensive program possible for next year.

Prohibit Mudshell Dredging of Oyster Reefs

The Texas Game, Fish & Oyster Commission at a meeting at Austin on April 26 agreed that no more permits would be issued for mudshell dredging in coastal waters unless an investigation showed conclusively that the area intended for dredging contained no live oysters.

"Gulf Queen" Launched

The *Gulf Queen*, built by Arthur Wait for C. C. Richardson of Port Isabel, to be used in deep sea fishing, was launched the week of April 16th. The vessel is 45' overall, with a 14'3" beam and draft of 4'. It has an icing capacity of 12 tons, and will be rigged for snapper and shrimp fishing.

Technical Disposes of Fishing Business

The Technical Fisheries of Port Isabel have disposed of their fishing accounts as well as two of their boats, the *La India* and the *Isabel*, to Deep Sea Fisheries, Yandell Dorsey as manager.

The fish house was also leased by the Deep Sea Fisheries, but Technical Fisheries retained the two 75' shark fishing boats *Tiburón* and *Shark*. The Company will continue operating at Port Isabel, but will be interested in shark fishing only.

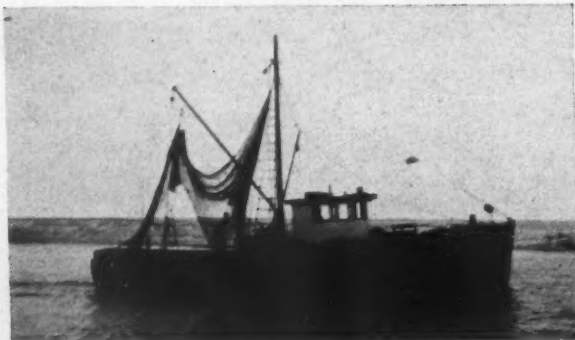
The *Shark* recently had two 65 hp. Caterpillar Diesel engines installed, and similar engines have been purchased for the *Tiburón*.

Gulf Fisheries to Get Two More New Boats

A recently organized commercial fishery operating in Port Isabel is the Gulf Coast Fisheries with C. D. Browder as manager. The Company will specialize in red snapper and shrimp, and has already had two new boats built.

The first boat of the fleet, the *Choctaw*, which was built by M. M. Davis & Sons Ship Yard of Solomons, Md., recently arrived, and is 50' in length, has a 15' beam and draws 8'. She is powered with an 80 hp. Lathrop Diesel engine, and has a capacity of 15,000 pounds.

Another vessel, the *Chickasha*, built by the Florida Engineering & Dry Dock Co., of Miami, is 60' in length, has a 16' beam and draft of 8½'. She is powered with a 170 hp. Superior Diesel engine, and has a capacity of 50,000 pounds of fish.



The 47' x 14' x 5'6" shrimp trawler "George Jr.", owned by Miss Amelia Sarick, Galveston, Texas. The boat is equipped with a 115 hp. Caterpillar Diesel with Twin Disc 2:1 reduction gear and 40 x 30 Federal-Mogul propeller, which gives her a speed of 11 mph.; Willard batteries, Columbian rope, and Linen Thread nets.



Launching party of the 65' x 17' x 7' dragger "Sandra & Jean", designed and built by Southwest Boat Corp., Southwest Harbor, Me. From left to right, F. A. Hunter; Mrs. Stuart Fogelman; Robert Anderson, part owner; Mrs. Anderson; Mrs. Wallace; Capt. Lew Wallace, skipper and part owner; Mrs. Stinson; Norman Stinson, part owner; all of Rockland, Me. The boat is equipped with a 171 hp. Buda Diesel, Maxim silencer, Hathaway winch, Bethlehem wire rope, Kelvin-White compass, Clark Cooper horn and Submarine Signal Fathometer.

Gloucester Firm Gets the First Fresh and Frozen Fish "A"

BEFORE an audience of 2000 people, Cape Ann Fisheries Co., Inc., of Gloucester, Mass., was presented the "A"

Award for outstanding achievement in food production by War Food Administration, May 6. Capt. Neal B. Farwell, U. S. N., presented the "A" flag to John Del Torchio, general manager of the Company, while Francis D. Cronin, regional WFA director gave the "A" pins for distribution to the 164 employees. Lawrence J. Hart, manager of the Gloucester Chamber of Commerce and secretary of the Gloucester Fisheries Association, was master of ceremonies. The Company, which has been in business for 31 years, is supplied by a fleet of 24 vessels, one of which is the *Doris Amero*, whose skipper, Capt. Nelson F. Amero, has been discharging his catches there for 20 years.

Production Shows Big Increase

Gloucester fresh fish production for the first four months of 1945 was 43,110,400 lbs., which is 38% ahead of the 31,192,500 lbs. landed during the same period of 1944. Redfish landings in 1945 were 16,243,000 pounds in 513 trips, as compared to 12,042,000 pounds in 352 trips in 1944, or an increase of 35%.

The largest landing of fresh fish in history for a single April day was made on April 16th when thirty-three draggers brought in 2,020,000 lbs.

Twenty-Five Per Cent of Fish For Army

Fourteen Gloucester fish dealers have agreed to allocate 25 per cent of their weekly purchases of haddock, market cod, haddock scrod and redfish to the Army for home and export use.

Mackerel Seiners Move North

With the end of the Spring southern seining season by the tenth of May, all trips were being landed at New Bedford or Boston, with some trips going to Newport, R. I. The first part of May the seiners were taking their fish near Block Island, and it was expected that Gloucester would receive her first trip of mackerel soon.

The first direct trips of the season to New Bedford arrived on May 1, when the *Capt. Drum*, Capt. Isadore Tarentino, had 55,000 pounds selling for 15½ cents a pound, and the *Jennie & Julia*, Capt. Paul Scola, had 70,000 pounds, selling at 14 cents a pound. The first direct trips were landed at Boston on May 8th, and sold for 16½ cents a pound, when the *Ida & Joseph* had 50,000 lbs. and the *Alden* 48,000.

"Ethel S. Huff" Sinks

While being towed home from Cape Cod Canal on May 3 after engine trouble had developed during fishing off No Man's Land, the 51' dragger *Ethel S. Huff*, Capt. Nofie Demetri, sprung a leak and sank off Eastern Point with 40,000 pounds of fish.

New Engine for "Rosemarie V."

The *Rosemarie V.*, owned by Capt. Anthony Vasques, is being repowered with a EN6, 150 hp. Cooper-Bessemer Diesel.

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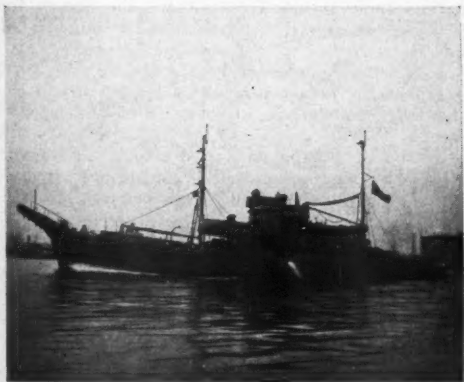
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The 43' sponge fisherman "Goldie" owned by Capt. James Tsalakis of Tarpon Springs, Fla. She is powered with a D-50 Lathrop Diesel.

Florida Sponge Production Brings High Price

THE smallest domestic sponge production in all the years for which figures are available brought the highest price in history at the Tarpon Springs, Fla., sponge exchange in 1944, according to the Fish and Wildlife Service. The Service revealed that 37,531 bunches of sponges brought fishermen the record total of \$2,551,863. In the previous year 41,773 bunches sold for \$2,305,079. Prior to the War 200,000 or more bunches of sponges changed hands in a year on the exchange.

It was estimated last year that the sponges sold averaged \$13 a pound. A "bunch" of sponges is the number of sponges a fisherman puts on a wire 4'10" long, and in recent years the weight of these bunches has varied from 3 to 10 pounds.

Lack of skilled divers is primarily to blame for the shortage of sponges, although the effects of a blight which destroyed huge numbers of sponges in the 1930's are still being felt.

Good Grouper Catches

Grouper fishing on the Gulf Coast off Florida was good the early part of April until a blustery spell forced the boats to protected anchorages. The Clymer boats operating out of Johns Pass made a total haul of more than 5,000 pounds on one trip. Dick Roberts' Johns Pass smack the *Pilar*, came in with 700 pounds of red snapper and 2,100 pounds of grouper, and the crew reported that it was able to fish less than two days because of the heavy sea. Three Snug Harbor boats skippered by John Shaylor, Harry Whitwright and Walter McBride brought in catches of 2,300 pounds and over. The fleet of the Rollins Fish Company of St. Petersburg was led by Frank Hartenstine and Bill Fauver with catches of 1,874 and 1,765 pounds respectively. Best haul made by the Pass-a-Grille boats was the 2,500-pound catch of Danny Martin and Sutty Roberts.

Urges Commercial Fishing in Fresh Waters

Max Law, wholesale and retail fish dealer of Lake City, in a recent statement to all members of the Legislature said that properly supervised commercial fishing in the fresh waters of the State would prove a real move toward conservation because of the destruction of predatory fish that would result, and the added tax funds from commercial fishing which would permit efficient restocking and maintenance of waters for game fishermen.

Mr. Law pointed out that due to geographical location of waters involved, it is estimated that only about five per cent of the population can conveniently reach or derive any benefit from the countless lakes in Florida, although the waters are the property of all of the people of the State. He stresses the statement that commercial endeavor is the only way to administer benefits in such State-owned waters to all the people.

Under a plan which will be presented to the Legislature, the State would be entitled to collect a royalty tax of one cent per pound on all fish taken from State-owned fresh waters. This would produce a revenue of several hundreds of thousands of dollars annually, sufficient to finance a real and far-reaching program of conservation and reproduction.

Mullet, Pompano Bringing High Prices

Mullet is now bringing the highest price in its history in Sarasota County, fishermen said recently. The catches of mullet, which at one time brought as low as one-half cent a pound now bring 12 cents a pound.

Pompano also is bringing a high price. A pound of pompano may be sold for 50 cents at any of the several wholesale fish houses in the County.

Most of the boats fishing near the Florida keys have returned to the waters off Sarasota, or are fishing a little way up the coast near Anclote.

The fish ran well during April, and it is estimated that between 100-150 boats in Sarasota County hold commercial fishing licenses. These boats are manned by from two to five fishermen.

Greenhalgh Heads Shrimp Fishermen

Shrimp fishermen of the Atlantic recently unanimously elected Capt. Joseph E. Greenhalgh of Jacksonville, president and business manager, of a group to be known as the United Fishermen's Union of the Middle and South Atlantic.

Mississippi Closes State Reefs

THE Mississippi Seafood Commission at its meeting April 16th closed the State Reefs which were opened March 27.

M. H. Dees, president of the Commission, stated that the opening of the Mississippi River spillways has been noted in the section of the Western State reefs, but it is too early to know what effect this flood water will have on the oysters.

Urges Building Up of Oyster Industry

A plea for cooperation with the Mississippi Seafood Commission in the conservation and building up of the Coast oyster and fishing industries, was voiced by J. F. Galloway, a member of the Seafood Commission, in a talk before the Young Men's Business Club of Gulfport on May 1.

An intense campaign is being waged with regard to the conservation and building up of the oyster reefs, according to the official. He asserted that oyster plantings this year were among the smallest in history, and that a 15-day season recently closed resulted in a much smaller take. It was his recommendation that Coast interests apply to the Fish and Wildlife Service for at least \$250,000 in an annual appropriation for building up of oyster reefs.

Largest Supplier of Frozen Shrimp

Mississippi was the largest supplier of frozen shrimp to the Chicago fish market in March, according to the Fish and Wildlife Service.

Out of a total of 241,445 pounds of frozen shrimp sold in Chicago, 105,000 pounds originated in Mississippi. Chicago is one of the chief markets for Gulf Coast shrimp.

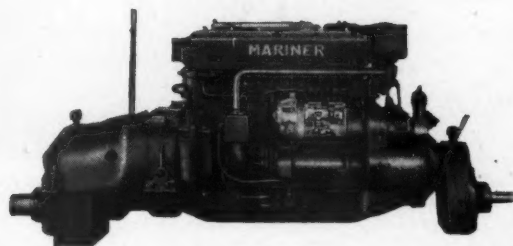
"Arthur Herbert" Damaged by Fire

Unestimated damage was done on the fishing boat *Arthur Herbert*, owned by the DeJean Packing Company, Biloxi, by a fire aboard the craft at the Kremer Motor Co. Marine Machine Shop, Handsboro, on May 3. The fire originated in the engine room.



The "Silver King II", owned by John E. Graham, Coden, Ala. She is equipped with a 70 hp. Caterpillar Diesel, 36 x 32 Federal-Mogul propeller, Columbian rope, Linen Thread nets, and is painted with Pettit paints.

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New Bedford Fleet Gets Its First Steel Vessel

THE 96' steel dragger *Hilda Garston*, first steel vessel in the New Bedford fishing fleet, was recently placed in commission. She was built for Superior Fish, Ltd. by Somerset Shipyards, Inc. of Fall River, Mass., and is skippered by Capt. Patrick Lynch of Somerville.

From John G. Alden-Eldredge-McInnis design, she is similar, with a few modifications to other vessels the yard has built for Boston owners, and has a capacity of 200,000 lbs. and crew's quarters for 12 in the fo'c's'le and 3 in the deck house.

Power is furnished by a 320 hp. Fairbanks-Morse Diesel fitted with Maxim silencer and turning a 60" Columbian propeller with Hathaway stern bearing. Batteries are 110-volt Exide, galley stove is a 135 Shipmate, and the winch is of Hathaway make, operated off the main engine through a Kinney clutch. Navigating equipment includes Kelvin-White compass, Bludworth direction finder, Hallicrafters telephone, Submarine Signal Fathometer, Clark-Cooper fog horn and Edson No. 3A steering gear with rudder indicator and 48" wheel.

Hearing on Harbor Improvements

A public hearing was held May 1 in charge of Colonel W. J. Truss, district Government engineer, concerning a preliminary examination of the New Bedford and Fairhaven Harbors and the Acushnet River.

As a prelude to the hearing, Fairhaven businessmen held a meeting on April 30 at which Chester F. Hathaway of Hathaway Machinery Co., expressed the view that Fairhaven is the growing side of the harbor, but difficulties found in variance of depths with especial reference to shoal spots, have, in the past, led to trouble. He suggested that a bulkhead be constructed from south of the Fairhaven bridge to F. C. Taylor's, thereby relieving harbor difficulties and opening a clear channel with a depth of 15 ft. Edmund O'Neil, of the Seafood Producers Association said that many boats will be using the new Mullins Fish Wharf which extends to the harbor line, and that dredging from Peirce & Kilburn's to the D. N. Kelley Wharf would be advantageous.

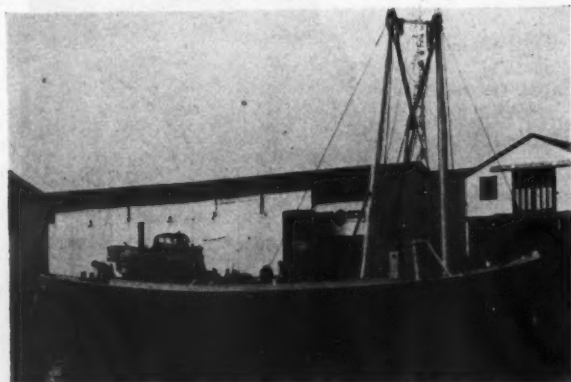
Hearing on Taking of Monomoy Point

The Legislative Committee on Conservation, which conducted hearings into the taking of lands on Monomoy Point and in Essex County by the Federal Government for wild life refuges, will go to Washington during the week of May 14 for a hearing to be held by the Wild Life League.

The waters taken include about two square miles of clam area. Twenty-five boats are engaged in fishing in that area, the major part of the year, and the taking of the land means an annual estimated loss of \$500,000. The area was declared to be the best shellfish area along the coast.

Plan Sandwich Haven for Fishing Craft

The Sandwich Yacht Club, Inc., plans to establish a basin at Sandwich which would serve as a haven between New York and Boston in storms for fishing boats and other craft. An attempt



The new 60' dragger "Shirley & Roland" being outfitted by Wm. Edgar John & Associates, Rye, N. Y.



The 96' steel dragger "Hilda Garston", recently launched by Somerset Shipyards, Somerset, Mass. for Superior Fish Ltd., New Bedford.

to build up a fishing colony will also be made, and support for the plan will be sought in the State Legislature soon.

"Susie O. Carver" Being Repowered

The *Susie O. Carver*, owned by Capt. Frank Swansburg of Winthrop, is being repowered at Hathaway's with a new Caterpillar D13000 sold by Perkins-Eaton Machinery Co.

New Diesel for "Dorothy"

The 50' *Dorothy*, owned by Capt. Serafin Nunes of New Bedford, has been repowered with a MRD4 Superior Diesel, having a top rating of 90 hp. and fitted with a 2:1 Twin Disc reduction gear. The engine was sold by Walter H. Moreton Corp.

Wickford, R. I. Dragger Launched

The new 66' x 17' x 8' dragger *Two Brothers*, built by its owner Capt. Roderick L. Smith of Wickford, R. I., was launched last month. It has a fish capacity of 55,000 lbs., and is powered with a Model 1879, 171 hp. Buda with Twin Disc 2:1 reduction gear and hauling clutch, sold by Rapp-Huckins Co. Other equipment includes 41-plate Willard starting batteries, Maxim silencer, 44 x 40 Columbian propeller; and Hathaway winch, exhaust water box and shaft bearings.

Shirley & Roland Launched at Rye, N. Y.

THE 60' dragger, *Shirley & Roland*, was launched recently by Wm. Edgar John & Associates, of Rye, N. Y., for Capt. Louis Salvadore and Ferdinand Salvadore of Provincetown, Mass. Designed by the builder, the vessel has a beam of 16'4" and draft of 8', with a round bow and elliptical stern. She has bunks for 4 men in the fo'c's'le, 2 in the after cabin, and one in the pilot house.

Power is furnished by a D17000, 135 hp. Caterpillar Diesel with Twin Disc 2:1 reduction gear. The engine is fitted with a Maxim silencer and swings a 46 x 32 Federal-Mogul propeller on a 3" bronze shaft.

The vessel is equipped with Marine Products pumps, Hathaway winch with Twin Disc hauling clutch, Edson steering gear, Shipmate galley range, C-O-Two fire extinguishers, Fairbanks-Morse auxiliary engine, and 32-volt Edison batteries.

Thermostat for Chrysler Cooling

WALTER H. MORETON CORP. of 1043 Commonwealth Ave., Boston, Mass., who for some time have furnished a complete keel condenser pipe fresh water cooling unit for Chrysler marine engines, have recently developed an automatic type thermostat to be used in connection with the cooling system. The new unit, which is now available, automatically maintains correct engine temperature under all conditions of operation, from idling to full power and with cold or warm water. This feature will be particularly advantageous to users of Chrysler marine engines who are engaged in lobster fishing and hand line trawling where a large amount of idling is necessary.

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Great Lakes-Canadian Treaty Being Considered

A TREATY is being considered between the United States and Canada by which the Federal and Dominion Governments jointly would establish uniform fishing regulations for the Great Lakes and connecting waters. Representatives of the interested States have met with the State Department to consider terms of such an International agreement, long sought by conservation administrators in the Great Lakes States.

P. J. Hoffmaster, Michigan Conservation Director, said it was proposed to establish an International Fish Commission to have jurisdiction over fishing regulations on the Great Lakes. The American members of the Commission would set up regulations for Lake Michigan, the only one of the Great Lakes which has no Canadian waters.

Under the proposal, the Commission would determine open and closed seasons, size limits for each species of fish, open and closed waters for fishing, and the time, intensity and methods of fishing.

Make Fair Smelt Catches

In the smelt dipping season, recently concluded, fairly good catches were made at such places as the Ford River, north of Escanaba, at the mouth of Green Bay and in the Whitney drain, south of Tawas on the Lake Huron shore.

Commercial fishermen at Marinette, Wis., reported 300 and 400 pound catches of smelt in gill nets offshore in Lake Michigan early in April, but are convinced that there will be no big spawning run this year. Gill net catches have been notably larger than in the last two years, when it appeared that the silvery fish might disappear.

Several hundred pounds of smelt were caught in Chequamegon Bay during April, Ashland fishermen reported. This was the first season that smelt have appeared in the Ashland harbor. They have arrived in large numbers along the bay shore and at the mouth of creeks entering the Bay. The smelt were reported full of spawn.

Dr. John R. Van Oosten, Ann Arbor biologist of the Fish and Wildlife Service, has shown that 81% of the males in sample catches in Lake Michigan last January and February were 2 years old, and had therefore been spawned after the onset of the disaster. Fifty-one per cent of the females also belonged in the same age group.

Light Pickerel Catch

Light catches of pickerel in Saginaw Bay were reported during April, and catches on April 11 averaged 400 to 600 pounds per boat at one of the commercial fisheries, while other companies reported very poor lifts of their nets.

W. P. Kavanaugh, Jr., of the Kavanaugh Fisheries, Essexville, Mich., expressed the opinion that the pickerel run started much earlier than usual this year due to the unseasonably early Spring, and that the run was beyond its peak by the time the season was opened two days ahead of normal opening.

This opinion apparently is borne out by the small amounts of spawn turned in by fishermen at the Bay City State hatchery. James Scully, of Harrisville, district fisheries supervisor of the Conservation Department, said that during the first three days of the season only 70 quarts of pickerel spawn were received at the hatchery. Ordinarily 4,500 or more quarts of spawn are received during the Spring run.

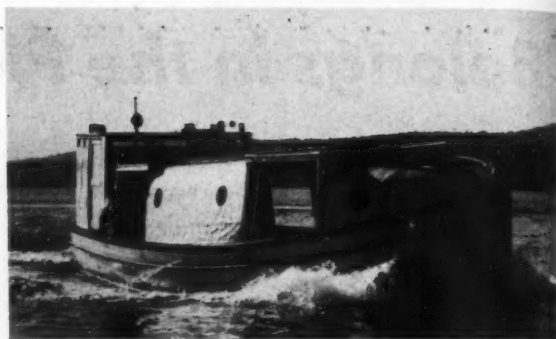
Scully said that due to the small returns of spawn, the hatchery will not be operated this Spring and the spawn will either be planted back in the Bay or will be taken to another hatchery for propagation.

Tug "Sunshine" Sinks

The fishing tug *Sunshine* of Dunkirk, N. Y., sank on April 7 three miles off Sheridan Bay in Lake Erie, causing the death of Al Spoto, a crew member, while John Brooks, Jr., another crew member, was rescued. Alex Olson, eighty-one-year-old Captain of the tug, was reported missing.

"George L." in Commission

The new 35' x 11' welded steel fishing boat *George L.*, owned by the Leidheiser Fish Co., of Vermilion, Ohio, is now in commission. She was designed by Gordon Douglas and built by Andy Marks. The vessel is powered with a 100 hp. gas engine, and her crew consists of Capt. George Grodi, Al Foster and Stanley Atkinson.



The fishing tug "Faith", owned by Emil Tormala of Marquette, Michigan, is equipped with a D4400 "Caterpillar" Diesel and 24" and 22" propeller. The boat is 32' long with a 9'6" beam, has a speed of 10 mph. and fishes for trout and white fish.

Maine Sardine Industry to Receive Aid from F&WS

DEFINITE assurances have been received from the Fish and Wildlife Service offering interest and co-operation with regard to improving and developing the Maine sardine pack. They are ready to assist the industry in conducting scientific tests and research with regard to better preparation and seasoning of fish, to find better methods of heating and cooking the fish and the right proportion of olive or other oils necessary to produce a fancy brand of sardines. The proposed research will cost approximately \$15,000 for the first year.

During World War II Maine sardines have enjoyed an almost free field, and are being packed as what is called a standard sardine—a sardine largely designed on price. In the postwar period, the industry will undoubtedly continue to pack this standard sardine, but will also branch out in the packing of fancy sardines which scientists believe can be the equal of any sardine in the world, and thus meet foreign competition which before the war amounted to 750,000 cases. At that time the Maine pack amounted to one million and a half cases, and is now a little more than three million cases.

Sample Building 95-Footer

Frank L. Sample, Jr., Inc. shipyard, Boothbay Harbor, has started construction on a 95' dragger for United Fisheries Vessels Co. of Gloucester. She will be powered by a 300 hp. Atlas Diesel engine, and will be equipped for swordfishing as well as dragging. The vessel is scheduled for delivery the last of September.

Sardine Supply Scanty

The supply of sardine herring at Eastport the latter part of April continued very unsatisfactory as to both size and volume. The fish taken were apparently a part of the school formerly located in the Mace's Bay area which moved toward Eastport, and were taken in the weirs at Deer Island.

Need More Storage, Processing Facilities

Sea and Shore Fisheries Commissioner Arthur R. Greenleaf recently said that it was vital that Maine have increased fish storage and processing facilities with which to meet the competition of other States in the postwar period. Greenleaf said that although the Legislature had turned down the Maine Port Bill, which included fish piers for Portland and Rockland, there is still a very great need for a fisheries center at some point on the Maine coast.

Greenleaf based his statement on research which he had done during the Winter months in the fishing centers of Boston and New York, and said that the day when fish dealers can sell the housewife the whole fish complete with head, fins and tail is fast disappearing.

O'Hara Purchases "Lark"

F. J. O'Hara & Sons, Inc., Portland, purchased the 50' gas fishing boat *Lark* at a recent auction at Widgery Wharf.



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Earl J. Palmer, Beverly, Mass., and new plastic lobster pot.

New Plastic Lobster Pot Proves Successful

AN all plastic lobster pot, complete with a plastic head and line, will soon be on the market and available to lobstermen for eight dollars, complete, according to Capt. Thomas J. Palmer of Marblehead, Mass., its co-inventor. This newest addition to the marine world was perfected the past winter by Palmer and his son, Earl J. Palmer, Beverly lobsterman.

The senior Palmer who is a Captain in the Marines, said, "Lobstermen lost \$500,000 in the disastrous hurricane last September, in addition to the thousands more regularly lost through salt water corrosion and wear and tear. My son, Earl, lost 90 of his 200 pots in the storm, so we spent the winter months devising a pot that would be indestructible."

The Palmers claim that the new plastic pot will save lobstermen thousands of dollars and many manpower hours yearly. Furthermore, they expect instead of having to haul in their equipment in the Fall because of rough weather, lobstermen will be able to keep fishing the year round.

Said son Earl: "Our plastic pots have the strength of steel and cannot be damaged even if they are sent ashore in a storm. One feature is that each lobsterman can have his own colors baked into the pot, thus doing away with theft. The head will be of plastic, either stamped plastic or plastic rope.

"No more will lobstermen have to mend torn heads for the plastic rope is stronger than steel. A single strand of the line is now being used by sportsmen in Florida to catch the fierce barracuda. Thus lobstermen won't have to worry about the loss of pots, either through the line being cut by a propeller or by ordinary wear."

Men, who in the past, were busy in winter months building or repairing pots, will find that work at a minimum. Gone will be the soaking of the pots in salt water to season them, the need for weighting them with bricks when new to sink them, or the labor of hauling the pots from the water to dry them in midseason.

With the plastic twine and line, the lobsterman won't have to worry about rot or tear for the plastic will last indefinitely. "The new line will even work easier than the old type," Capt. Palmer said. "It won't slip or tangle up. A single strand is so tough, that nothing can bite through it.

"One storm can undo a whole winter's work with the old oak pot. With the new pot all one has to worry about is finding his pot which may be blown a mile or so away. Of course, he may find his pots thrown together and tangled, but at least his pots won't be damaged."

The non-absorbent plastic pot weighs only about 35 pounds which will make pulling easier. A wooden trap weighs 100 to 125 pounds when water soaked.

The new laminated plastic pot is built on approximately the same dimensions as a wooden trap, being 40" long, 18" wide at the top, 22" across the bottom and 16" high. A special filler has been baked into the pot imparting both steel-strength and flexibility. It won't break or snap, but will bend and go back in place again. The synthetic lathes of the new trap are copper riveted to the trap frame, thereby eliminating the rusting of nails which causes loosening of lathes on the conventional pot.

Lobstermen will buy the pot knocked down, doing their own assembling. All they have to do is carry the fabricated sections to the wharf, and in a jiffy, it's all together. Or, they can put them in their boats and conserve on room.

The experimental trap has had six months of actual under-water sea testing, and is said to have proven its feasibility and given definite assurance of long wear, fungus resistance, strength and ease of handling.

Louisiana Oyster Propagation Project Underway

AN expanded oyster propagation project and a series of new experiments intended to further develop Louisiana's oyster industry are now under way, according to Commissioner John G. Appel of the Department of Wildlife and Fisheries. Contracts have been awarded for the planting of 100,000 barrels of oyster shells between May 1 and June 15, and for the dredging of dead shell oyster reefs in St. Bernard and Plaquemines Parishes to rehabilitate the reefs. The dredging is to be done with open dredges which will clean and turn over the shells.

At least 20,000 barrels of shells will be planted in Bay du Chene, Jefferson Parish, while 20,000 barrels will be planted in Lake Tambour in Terrebonne Parish, and 20,000 barrels in the Sister Lake State seed oyster reservation in Terrebonne Parish. In these areas shells will be planted to the extent of 200 barrels an acre. Forty thousand barrels of shells will be planted in Bay Boudreaux in Bernard Parish in the vicinity of Little Raccoon Island and Big Raccoon Island.

Still another project calls for an experiment to determine whether new methods of oyster propagation may be possible in Louisiana. In this experiment special spat collectors to be made of cardboard dipped in a mixture of sand and cement will be placed in experimental locations in oyster areas to determine whether this method of spat collection is successful in Louisiana. On the West Coast this method has been used successfully in the propagation of the Olympia oyster.

Shrimpers Getting Red Snapper

Recently several Louisiana shrimp trawlers came in with huge catches of red snapper. Specimens ranged from 5 to 30 pounds, and boxes of the fish were shipped to Northern markets. Two trawlers of the G. L. Palmer Company fleet brought in more than 2200 pounds of red snapper. A trawler belonging to E. J. Pacetti had a catch of 600 pounds, and two of the J. R. Hardee boats had about 2000 pounds.

Morgan City Packing Opens Cameron Branch

The Morgan City Packing Company has opened its eighth branch office, located at Cameron. Only headless shrimp will be handled by the new plant.

Additions to Shrimp Fleet

The Riverside Company of Berwick has five new shrimp trawlers outfitted ready to go fishing with the exception of a few minor details. The boats were brought over from Florida, and will bring the total number in the Riverside fleet to 15. The vessels will be known as the Riverside I, II, III, IV and V.

A new 65' x 18' trawler, the *M. A. Bowlin*, has been added to the G. L. Palmer Co. fleet of Morgan City. She is powered with a Caterpillar D13,000 engine, and was built by the Diesel Engine Sales Co. of St. Augustine.

Lewis J. Hardee, owner of the Celenial Shrimp Company of Morgan City and Southport, N. C., is having four new 65' x 19' shrimp boats built.

The 60' trawler *Rodney*, built in St. Augustine, was brought to Morgan City recently to join the Pacetti Shrimp Company fleet. Another new boat which was expected to be added to the Pacetti fleet shortly is the *Jack and Sally*, also built in Florida,



They Shove off From Seattle

It would be difficult to find any condition where dependable, low cost operation of pumps and other MP devices were so necessary to the success of the venture and the safety of crew and cargo.

That is why Marine Engineered equipment is stocked and sold under the highest priorities wherever fishermen are supplied. See your nearest dealer.

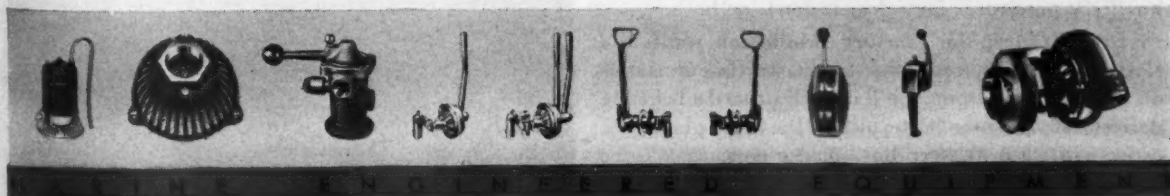
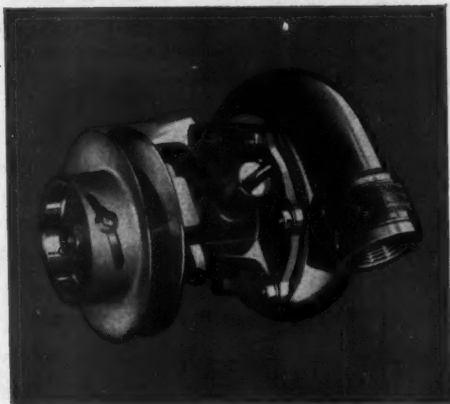
MARINE PRODUCTS CO.

6636 CHARLEVOIX AVE.



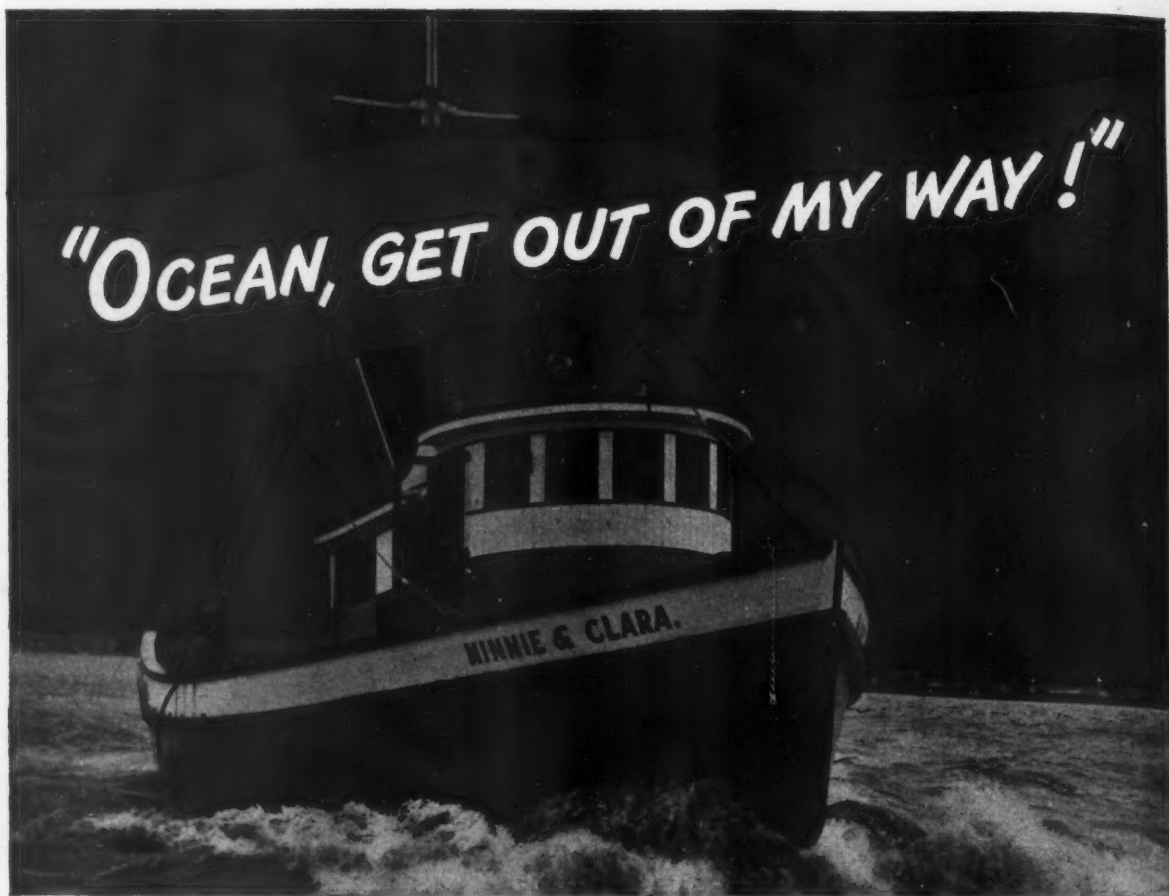
DETROIT 7, MICHIGAN

Installation Problems Solicited



MARINE ENGINEERED EQUIPMENT

"OCEAN, GET OUT OF MY WAY!"



MINNIE & CLARA—Powered by a "Caterpillar" Diesel D13000 Marine Engine. Owner, G. L. Palmer Shrimp Co., Morgan City, Louisiana.

THERE'S a bigger reason than a choppy sea for that heavy bow wave as the *Minnie & Clara* races out to the fishing grounds. It's the "Caterpillar" Diesel D13000 Marine Engine down in the hold that gives this G. L. Palmer Shrimp Company boat plenty of horsepower to justify such performance.

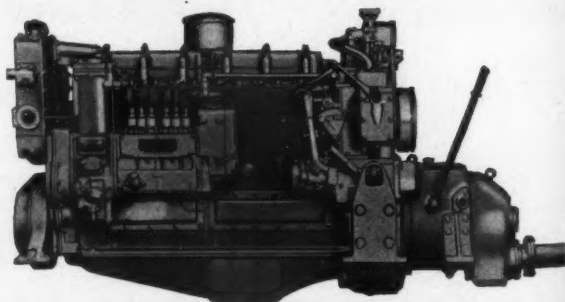
And low-cost power it is, too. For "Caterpillar" Diesels, burning low-cost fuel through the highly efficient "Caterpillar"-designed fuel injection system, are renowned for their economical operation as well as the dependability that makes them doubly appreciated on fishing craft.

A size to fit your needs

Ranging from 25 to 135 brake horsepower (continuous load rating), "Caterpillar" Diesel Marine Engines come in sizes to fit almost every fishing-boat installation—whether the requirement is for a main power-plant, auxiliary power (as for refrigeration), or both.

Until "Caterpillar" factory production refills the slack in civilian supply, due to the wartime demands on the factory's output, you'll do well toward advancing delivery of your new "Caterpillar" Diesel by placing an order with your "Caterpillar" dealer now.

CATERPILLAR TRACTOR CO. • PEORIA, ILLINOIS



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Maryland Crabbers Expect Increased Catch

THE soft crab season opened in the Maryland waters of the Chesapeake Bay on May 1st, and in the Sinepuxent Bay on April 1st. In spite of a labor shortage, early indications were that the yield may surpass the 15,000,000 pounds caught in 1944. A spokesman for the Department of Tidewater Fisheries said better catches were expected by crabbers during the early part of the season than last year, when the harvest was poor during the first three months.

Crabbing operations are permitted in Maryland waters from May 1 to December 1, but it has been the custom of the Department of Tidewater Fisheries to remove the month of November from the crabbing season.

Some soft crabs were brought to Crisfield from the Western Shore of Virginia during April, and they began to come in from the Western Shore of Maryland the first of May. Some of the crabbers are using haul seines this year.

Shad Plentiful in Susquehanna River

Gill net fishermen in the Susquehanna River report that shad are plentiful for this early in the season, and catches of from 40 to 60 are being made in one drift. Fishermen anticipate the best season in many years due to the small number of pound nets in the lower Chesapeake Bay.

The Bainbridge Naval training station has had a number of buoys removed from the River between Port Deposit and Lapidum which would have been in the way of drift nets.

Reports from the Rock Hall and Betterton shad fishermen indicate that the run of shad in the upper Bay has been spasmodic and the catch is far below last season's run at this time. However, prices are considerably better than last year.

Trout, Croakers, Spot and Rock

The haul seiners who fish for trout, croakers and spot began operation about the middle of April. Several more fishermen are engaged in this type of fishing this season than last year, and a good season is expected. The run of croakers was expected to reach the upper bay around May 1 when the hook and line fishing is expected to be on. The run of rock has been heavy during April, and a small fortune has been made by some of the fishermen in a few days' haul seining.

Early Mackerel Catch

Eastern shore fishermen reported the largest mackerel catches on record for early in the season, and prices have been satisfactory. Paul Hill and J. B. Hudson boated 75 and 45 boxes respectively to Wimbrov Sons of Chincoteague, Va.

The first big catches were reported the first week in April when 1400 to 1500 boxes were caught in one day. The mackerel sold for \$14.00 per 100 lb. box. Later in the month, there was a single day's catch of 2500 boxes which is one of the heaviest on record caught in gill nets, and Wimbrov Sons of Chincoteague bought the entire lot for \$13.00 per 100 lb. box.

Waterways to Be Improved

Col. Oscar J. Pool, Army District Engineer for Maryland, announced that 23 waterways projects for Maryland were authorized in the Rivers and Harbors bill of March 2nd, passed by Congress, and preliminary surveys are to be made shortly.

In the list of waterways improvements are Marumsc Creek, Websters Cove, Crisfield Harbor, Pocomoke River from Old Rock buoy to Williams Point, Twitch Cove and Big Thoroughfare River, with the view to constructing a boat channel at Ewell, channel from Rhodes Point to Tylerton, and several others in different parts of the Eastern Shore.

Oyster Tonging Season Closes

April 15th marked the close of what has been a profitable oyster tonging season in Maryland. Not only has the supply of oysters been above the average in quality, enabling many of the tongers to frequently make from \$25 to \$50 per day from their catches, but prices have run from \$1.50 to as high as \$2.75 per bushel.

Commission Opposes Bass Limit Bill

Maryland and Virginia members of the Atlantic States Marine Fisheries Commission, at a meeting held on April 20, adopted a resolution opposing a bill before Congress to increase the minimum size for bass caught in the District of Columbia from

Virginia Commission Starts Planting Oyster Shells

THE Virginia Fisheries Commission expects to have planted between 315,000 and 320,000 bushels of oyster shells before the close of the fiscal year on June 30th, according to Commissioner Charles M. Lankford, Jr. However, the program, which is already in progress, is feeling the pinch of the manpower shortage.

The planting of shells is being undertaken on a contract basis, and Commissioner Lankford said that if shells can be obtained at a reasonable price, including the cost of planting, the Commission hopes to plant 100,000 bushels of shells in the Rappahannock River; 20,000 in the Saxis Island area; 10,000 each at Nominin, Machodoc, Currioman Bay and Yeocomico; 20,000 on the sea side of the Eastern Shore area; and 25,000 to 30,000 in the James River beds.

Another line of repletion concerns activities at the shad hatcheries on the Mattaponi and Pamunkey Rivers. These hatcheries now are operating, and it was expected that about 4,000,000 shad would be liberated by the middle of May. The Commission is also waging a fight on screen borers, which destroy oysters. This project is being carried out on the sea side of the Eastern Shore section.

Trap Catches Good

Fishing during the month of April on the whole has been only fair in the lower Chesapeake Bay, according to reports of runboat captains, but trappers in Tangier and Pocomoke Sounds below the Maryland-Virginia line have been making some very good catches of shad, croakers and menhaden. Until the middle of the month they caught practically nothing but shad—as many as 350 to the gear a day. After the fifteenth, however, the shad run suddenly dropped off and a menhaden run, one of the largest in recent years, entered both Sounds. Capt. Steve Pruitt in Tangier Sound, and Capt. Smith Parks in Pocomoke, are each catching 20,000 and 30,000 respectively per day. They are also catching croakers, from 15 to 40 boxes a day.

The most spectacular catch of the season so far was made recently by Capt. Smith Parks in Pocomoke Sound. He caught a buck sturgeon, 9½ feet long, which he sold for \$75.00.

Fish are selling at the following prices: shad, buck, 16c; shad roe, 36c; croakers, \$5.00 per box; and menhaden, 15c a bushel.

Crab Potters Making Big Catches

Tangier crab pot men are now making some of the biggest catches of hard crabs they have ever made. They are catching hundreds of pounds per day. One Tangier crab potter broke the record for crab potting so far this year in Tangier waters by catching 1900 pounds of crabs in 40 pots.

Crab potters are also catching peelers. Recently Capt. Wesley MacMam, fishing 10 pots in Cod Harbor, caught 160 peelers which he sold to Tangier crab packers for 5c apiece.

Owing to the early run of crabs this season crab packing houses on Tangier Island opened for business three weeks earlier than usual. On April 16, the first day the packing houses were open, Capt. Ira Eskredge bought 300 peelers.

Early Terrapin Catch

Terrapins are coming out early this season. Capt. Charlie Landon of Tangier caught 17 diamondback terrapins ranging in size from five to seven inches recently in Deep Creek on the Eastern Shore of Virginia.

Norfolk Area Landings

Norfolk area landings for the month of April were 2,660,000 lbs., showing a decline of 1,365,000 lbs. from March landings, and an increase of 1,059,000 lbs. over April landings for last year. Croaker landings were heavier than any other variety, with 2,022,000 lbs. brought in during the month. Scup landings followed with 355,000 pounds, while gray sea trout with 77,000 lbs. and fluke with 60,000 lbs. had the next largest totals.

9 to 16 inches, as compared to limits of 11 in Maryland and 12 in Virginia.

The bill in question is intended to standardize the minimum size limit for bass in the District of Columbia with those effective in most northern coastal States, but the Commission maintained that Chesapeake Bay State limits should be considered in setting up new standards for the District.

A Challenge to Every American



The now-famous photograph of the four battle-weary Marines planting the flag on Iwo Jima has fired men's minds all over the country.

Before the instant of time recorded by the photograph could become a reality 4,100 American boys gave their lives, and almost three times that number were wounded. This picture symbolizes the super-human efforts of our fighting men on all fronts, because it represents their unflagging and invincible courage.

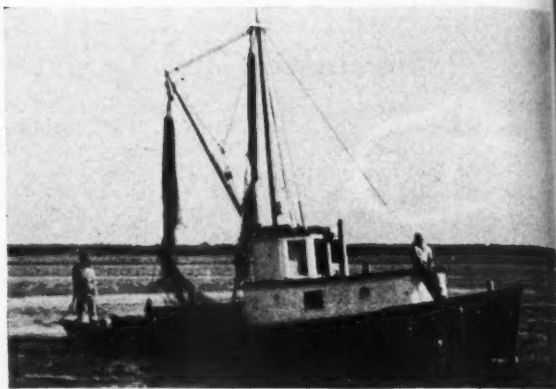
In the 7th War Loan, you're being asked to lend 7 billion dollars — 4 billion in E Bonds alone. That's the biggest quota for individuals to date.

We're building up a whole new air force — with new jet-propelled planes and bigger bombers. We're now building — even with announced reductions — enough new ships to make a fair-sized navy. We're moving a whole war half around the world. We're caring for wounded who are arriving home at the rate of one a minute.

Wolverine Diesels

provide power for all types of fishing boats

Wolverine Motor Works Inc.
Union Ave. Bridgeport 2, Conn.



The "Ruby W." owned by Capt. L. C. Arnold of Southport, N. C. She is powered with a 40 hp. Palmer gasoline engine which gives her a speed of 9 mph. She is equipped with Willard batteries, Linen Thread nets, 26 x 16 Hyde propeller.

North Carolina Seeks Off-Shore Shrimp Ground Survey

DIRECTOR R. Bruce Etheridge of the North Carolina Department of Conservation and Development has given representatives of the Southport fishing industry assurances that he will take up the matter of joint State and Federal aid for extensive surveying and charting of North Carolina's offshore shrimp trawling grounds with Washington. Mr. Etheridge said that the State will co-operate to the fullest, but that it lacks the costly equipment and trained technicians necessary.

From Southport down the rest of the North Carolina coast line are located offshore shrimp trawling grounds fully as good as those which are found 20 miles offshore in the State of Louisiana. In Louisiana results have already accrued from survey work done by the State and Federal Governments several years ago, and the production of shrimp has increased many times. Shrimp found close inshore are comparatively small while those taken far outside in the deeper waters are large and firm. Frequently many boats operating from Southport have struck spots where they found jumbos, but general fishing at a distance from shore has been an impossibility, owing to the lack of knowledge of the location of grounds where nets may be used without being torn to shreds by bad bottoms.

During the past two years the trend at Southport has been to obtain larger and better shrimp trawlers. There are now 25 to 30 Brunswick County boats large enough to go to sea and stay until a catch is made. The only difficulty is that there are no fishing grounds charted offshore. Occasionally a boat may go out 15 or 20 miles and accidentally hit upon a good place, but the same craft and others may spend a week without success looking for the same uncharted location.

Good Croaker Catches

Some of the largest catches of croakers ever known have been taken by long net fishermen in Roanoke Sound between Manteo and Nags Head recently. Henry and Ernest Haywood of Colington made one catch which brought them \$5,800 in one day, and Dan Baum and other fishermen have made large catches.

Fishermen who have been fishing for many years predict that this unusual run of croakers predicts a return of bluefish, which come into North Carolina waters once in about 15 or 20 years. Southport fishermen report taking considerable quantities of this fish off the coast during April, most of them weighing approximately 2½ or 3 pounds.

Wheeler Folder on Yard Operations

WHEELER Shipbuilding Corporation has just issued a "panoramic inspection tour" of their shipyard at Whitestone, Long Island, in a large brochure replete with photographs showing every phase of the building and repairing operations of the yard. Types of vessels created for the armed forces are shown. A map shows the convenient location of the yard, at the Easterly end of the East River, just east of the Whitestone Bridge.

THE BOSTON TRAVELER, MONDAY, JANUARY 23, 1909.

MARVELOUS WORK OF WIRELESS SAVED HUNDREDS FROM DEATH

SURVIVORS OF
REPUBLIC ARE
Republic Founders in

Back in the early 1900's most people thought radio didn't have much of a future . . . until January 23, 1909. On that day the S. S. Florida rammed the Republic off Nantucket. 1500 people were saved — by radio. An alert wireless operator named Jack Binns sent out the distress signal of that day — CQD — which brought other vessels to the rescue. Radio had proved its worth . . .

Today the Marine Radio Service is one of the most highly developed aspects of radio communications. It is one of the fields served by Harvey-Wells, producers of excellent communications equipment for marine craft, aviation, public services, transportation and allied industries.



Know the company that wants your business! Our CASE BOOK tells the story of Harvey-Wells and its place in Electronics. Send for it today. Your name on your letterhead is sufficient.

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ELECTRONICS

SETTING THE PACE FOR PROGRESS IN COMMUNICATIONS
SOUTHBRIDGE, MASSACHUSETTS

R. I. Hearing on Pt. Judith Harbor

NEARLY 50 commercial fishermen and civic leaders presented testimony at a hearing early this month at Narragansett, R. I., favoring Point Judith harbor improvements. It was conducted by Col. T. F. Kerns of the U. S. Army Engineers, assisted by Henry A. Whitcomb, principal engineer of the State Division of Rivers and Harbors.

Predicting that the amount of fish shipped from Block Island to Point Judith would easily reach 5,000,000 pounds a year if conditions permitted, Rep. William P. Lewis of New Shoreham said boats from his area put into New Bedford and Stonington because they couldn't get into the Point Judith harbor except at high tides. Dredging of the channel to the upper reaches of Salt Pond also would allow some of the larger fishing boats to go there for repairs.

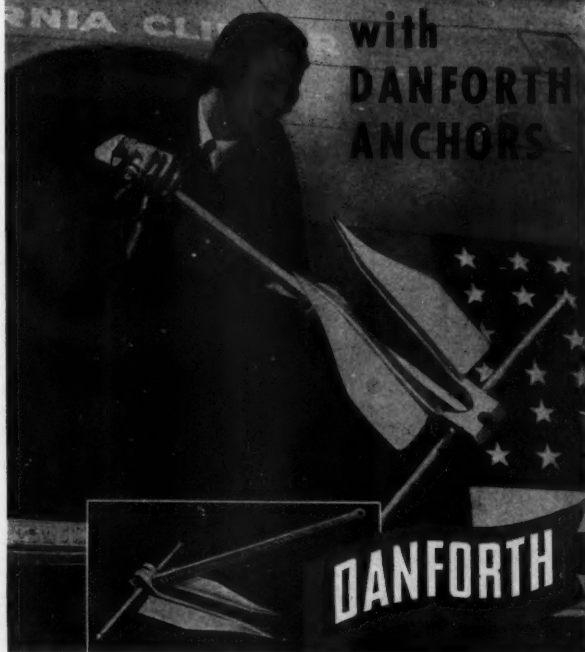
Representing Daniel Griffin, Point Judith wholesale fish dealer, Councilman Charles A. McKenna of Narragansett said that in recent years the harbor has become the focal point for fishermen because they realize it is a market near to the fishing grounds and they are able to sell their catches and return to the grounds in the shortest possible time. During the 1944 season, he said, approximately 35,000 pounds of fish was delivered in Point Judith daily with 10 per cent of the catch coming from local fishermen and 90 per cent from fishermen from other ports. At least another 12,000,000 pounds would be sold at the port if the larger boats could navigate in the waters, he claimed. Instead, he pointed out, these larger boats must make trips to New York and New Bedford to sell their catches.

Conditions in the upper pond were described by Capt. Louis Hanson, Wakefield boat builder, who said it was virtually impossible for boats drawing more than three feet six inches of water to get up to the yards except at high tide. In some instances the fishermen have to lose a whole day waiting for tide conditions.

Envisioning an ultimate goal of 25,000,000 pounds of fish a year, Nicholas Scotti, Galilee wholesaler, declared that dredging the harbor and taking steps to see that it was properly maintained would mean an immediate 100 per cent increase in present trade.

Pan-American Clippers
SAVE WEIGHT

with
DANFORTH
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THE SIMPLEX-BLUDWORTH
PORTABLE SUPERSONIC
ECHO DEPTH RECORDER



— now available.

BLUDWORTH MARINE
100 GOLD STREET, NEW YORK 7, N.Y.

National Simplex Bludworth, Inc.

C. S. Herbert, recently elected executive vice president of Enterprise Engine & Foundry Co., San Francisco, where he is vested with executive direction of the engine, process machinery and combustion equipment divisions. Mr. Herbert, who is also secretary-treasurer, joined Enterprise a few years before the war, previous to which he was engaged in industrial management.



New Bedford Landings for April

(Hailing fares. Figure after name indicates number of trips.)

Addie Mae (2)	28,000	Junojaes (2)	113,500
Adele K. (1)	57,000	Kelbarsam (1)	21,000
Agda (1)	22,500	Liberty (3)	18,000
Alice H. (1)	4,000	Little Growler (3)	153,000
Alice J. Hathaway (2)	98,300	Madeline (2)	26,000
Alice May (1)	2,500	Malvina B. (1)	32,500
Alva (1)	3,000	Marie & Katherine (2)	69,500
Anastasia E. (1)	25,000	Martha E. Murley (1)	32,500
Anna C. Perry (2)	41,000	Mary Grace (2)	141,000
Anna M. (2)	56,500	Mary J. Hayes (2)	160,000
Ann & Marie (3)	17,000	Mary J. Landry (2)	117,000
Annie M. Jackson (1)	10,000	Mary Tapper (2)	7,500
A. P. Andrews (1)	2,500	Minnie V. (1)	26,500
Arnold (2)	21,900	Molly and Jane (2)	12,000
Atco (1)	17,000	Morning Star (2)	10,000
Barbara Tee (1)	6,000	Mussel (4)	4,000
Bessie (1)	2,000	Nashawena (1)	3,500
Bethlehem (1)	1,000	Nellie (1)	80,000
Bozo (1)	4,000	New Bedford (1)	103,500
Camden (2)	84,000	Newfoundland (2)	4,000
Cape Ann (1)	75,000	Nobadeer (1)	130,000
Catherine & Mary (2)	25,000	Noreen (2)	25,000
Catherine T. (1)	61,000	Olga C. (1)	136,500
Charles E. Beckman (2)	11,100	Pelican (2)	101,000
Chas. M. Fauci II (1)	10,000	Penguin (1)	17,000
Christina J. (1)	55,000	Phyllis J. (2)	16,000
Clara T. (1)	2,000	Priscilla (1)	6,000
Clifton (3)	25,000	Quest (3)	29,000
Clinton (1)	10,000	Ramona (2)	36,500
Connie F. (1)	19,000	R. E. Ashley (1)	51,200
Dauntless (1)	18,000	Renena (2)	23,500
Dolly & David (2)	16,500	Richard and Arnold (1)	4,000
Doris (2)	10,000	Ronald & Dorothy (3)	29,000
Dorothy & Everett (1)	6,000	Rose Jarvis (1)	9,000
Ebenezer (1)	5,000	Rosie II (1)	8,000
Edith (2)	14,000	St. Ann (2)	70,000
Elenore K. (3)	17,500	St. Anthony (1)	10,000
Elva (1)	600	Sankaty Head (3)	1,500
Elva & Estelle (4)	60,500	Santina (1)	42,500
Endeavor (3)	14,000	Sea Buddy (2)	5,000
Ethel S. Huff (1)	4,500	Sea Hawk (3)	41,500
Etta K. (1)	16,000	Sea Ranger (1)	53,000
Eugene and Rose (2)	25,700	Serrana (1)	9,000
Fairhaven (3)	179,250	Skilligolee (2)	97,500
Fan & Mary (1)	6,000	Solveig J. (2)	135,000
Four Sisters (2)	22,000	Southern Cross (1)	10,000
Fred Henry (2)	17,000	Stanley B. Butler (2)	142,000
Gladys & Mary (1)	80,000	3 & 1 & 1 (1)	10,000
Grayling (1)	2,500	Trio (2)	15,700
Growler (1)	22,000	Two Brothers (1)	9,500
Harriet N. Eldridge (2)	98,500	Ursula M. Norton (1)	15,300
Hazel M. Jackson (2)	42,000	Virginia & Joan (1)	8,500
Hazel S. (1)	18,000	Wamsutta (2)	110,500
Heedja (1)	5,000	Wanderer (1)	121,000
Hilda (3)	36,000	Whaler (2)	12,000
Hope (3)	43,000	Winifred M. (1)	10,200
Ivanhoe (2)	69,300	Winifred Martin (1)	10,000
Joan & Ursula (3)	196,000		
Josephine & Mary (1)	70,000		
Julia K. (2)	7,600		

Scallop Dragger (Landings in Gallons)

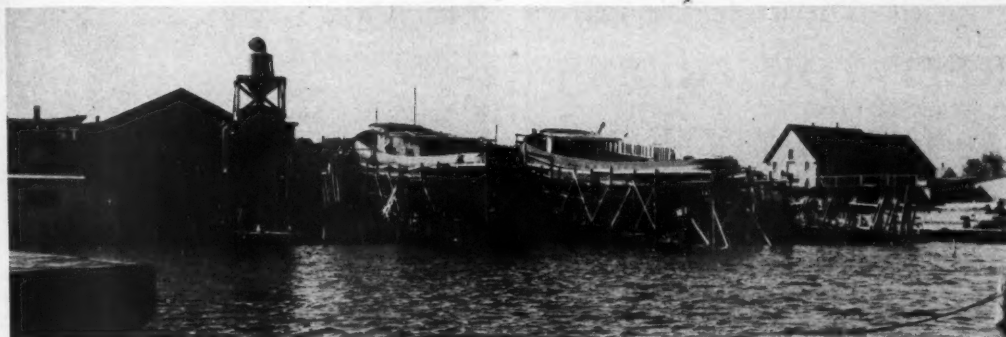
Acushnet (2)	1,350	Muriel & Russell (1)	1,500
Bobby & Harvey (2)	2,950	New Dawn (1)	2,200
Carol & Estelle (3)	3,125	Olive Williams (2)	1,000
Friendship (2)	2,200	Palestine (1)	1,000
Louis Thebaud (1)	800	Shannon (1)	1,000
Margie & Pat (2)	2,000	The Friars (2)	1,800

Cooper-Bessemer Adds Second Star

FURTHER recognition for production of Diesel engines recently came to the Cooper-Bessemer Corporation when its Grove City, Pa. plant was awarded a second renewal on the Army-Navy "E" originally presented a year ago. The announcement came from Admiral C. C. Block, U.S. Navy, chairman of the Navy Board of Production Awards. In addition to the Army-Navy "E" pennant with two stars, the company flies a five-starred Maritime "M".



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Wherever wet or damp conditions threaten the comfort or health of workers, Frog Brand slickers, jackets, aprons and hats will provide comfortable, economical protection. Write for information on garments specifically designed as guardians against either natural or industrial "wetness."

THE H. M. SAWYER & SON CO.
EAST CAMBRIDGE, MASS.



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TRAWLER ROPE

stays on the job LONGER

When trawler rope is scarce, it's just common horse-sense to buy the kind that lasts the longest.

Bethanized rope means longer life because the bethanizing process applies a protective, uniform coating of zinc without robbing the wire of its maximum strength and toughness.

Besides, the bethanized coating of pure zinc will not flake, peel, or crack even after repeated bending. Thus there are no tiny chinks in which salt-water corrosion can get started.

when you think WIRE ROPE
... think **BETHLEHEM**

Lathrop

**Diesel and Gasoline Engines
KEEP YOU FREE
FROM COSTLY TIE-UPS**



The SHRIMP TRAWLER "SOUTHERN CROSS", owned by Capt. Manuel Simmons of New Smyrna, Florida. She is 58 ft. long, with a 17 ft. beam and a 6 ft. draft. She is powered with a Type D-80 Lathrop Diesel with 2:1 reduction gear, turning a 42" diameter x 32" pitch 3-blade propeller.

LATHROP has always realized the importance of trouble-free engines, in avoiding costly delays and tie-ups. Therefore, Lathrop engines are made to guard against breakdowns. They're designed and built with ruggedness, simplicity, and precision to withstand all the elements of fishing. As a result, Lathrop engines keep going day in and day out. They enable their owners to show a profit throughout the year.

THE LATHROP ENGINE CO.
MYSTIC, CONNECTICUT

Marine Engine Builders Exclusively for 48 Years



New York Commissioner of Markets Henry M. Brundage and Russ Derry, of the New York Yankees, look on as scouts cook fish during the Fishery Council's Seventh Annual Boy Scout Fish Fry at the Skygarden Kitchen of the Hotel St. Moritz. Alphonse Mangini, scout in background, won 1st prize.

New York Appoints Duryea Conservation Head

PERRY B. DURYEA of Montauk was appointed State Conservation Commissioner on April 11, succeeding the late John A. White of Bath. Long identified with activities revolving about conservation of the State's natural resources, Commissioner Duryea is well qualified for the position, and as chairman of an erosion committee was instrumental in securing the passage this year of a \$2,000,000 appropriation for erosion-arresting projects on Long Island. He is a former president of the Middle Atlantic Fisheries Association, a director of the Long Island Fisheries Association and has interests in the wholesale fisheries business at Montauk.

Hudson Shad Run

The shad run is on in the Hudson River, and these fish are being trapped in gill nets by the thousands of pounds with each incoming tide. On April 19th, 107,827 pounds of shad were received at Fulton Market from the River, while 17,859 pounds came from other shipping points. Total shad receipts for the first four days of the week of April 16 were 713,797 pounds.

First Seined Mackerel at New York

The first direct trip of seined mackerel at New York arrived May 1st, when the seiner *Santa Maria*, Capts. Peter Mercurio and Peter Guarrasi, landed 42,000 pounds at Fulton Market.

Large Porgy Catches

The Long Island Fish Company of Sayville had over 300 boxes of porgies on May 1 and 300 boxes on May 2, and the Sunrise Fish Co. of Islip had over 400 boxes of the fish to handle on the same two days. Besides the porgies there was some pollock, shad, whiting, bunkers and a few weakfish in the catches.

Case Says Reciprocal Agreement Detrimental

Oliver Case of Southold, who for many years has been a commercial fisherman, warns of the danger to the Long Island and New York State fishing industries by the reciprocal fishing agreement made with the State of Connecticut some years ago.

Mr. Case said that a large fleet of up-to-date Connecticut boats are fishing the Long Island Shore of the Sound, and taking many tons of flounders each day. Formerly the fishing grounds of Gardiner's Bay furnished the fishing fleet of New York State with many weeks of profitable fishing, but for the past two years the Connecticut fleet, fishing day and night, is said to have ruined the same grounds in a few days. Mr. Case stated that the same thing will soon be true of the inshore fluke grounds from Montauk to Fire Island Inlet in the ocean.

"Princess" Goes Ashore

The new dragger *Princess*, owned by Capt. August Reiter of Greenport, ran ashore in a dense fog at Montauk Point on April

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TRAWL DOORS

Scientifically Designed — Strongly Built

Made in all Sizes and Weights

For Every Dragging Need

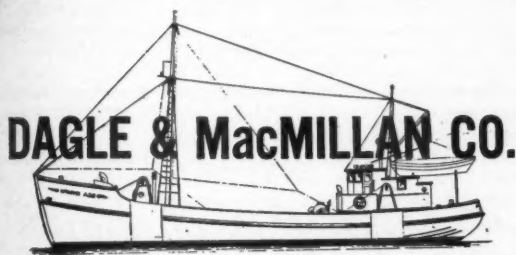
FUEL and WATER TANKS

Welded Black Iron and Galvanized

DECK GEAR

Gallows Frames - Bollards - Blocks - Fittings

Swivels - Coupling Hooks - Anchors



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Everything in Iron Work for Fishing Boats

10. The vessel struck a submerged rock which made a hole in the hull below the waterline, and her shaft and propeller were badly bent.

The *Princess* succeeded in making Montauk Harbor, where a fire department motor pumper was used to pump her out. Portable pumps were secured, and the dragger arrived safely at Greenport, where she was hauled for repairs at the Greenport Basin and Construction Co.

Close Conscience Bay to Shellfishing

At a meeting of the Brookhaven Town Board of Trustees at Patchogue recently, a resolution was passed to close Conscience Bay, Setauket, to shellfishing from the middle of May until the end of 1946. The reason for the closed period is that clamming in the natural beds has become poor with the threat of all the stock being removed if operations continue.

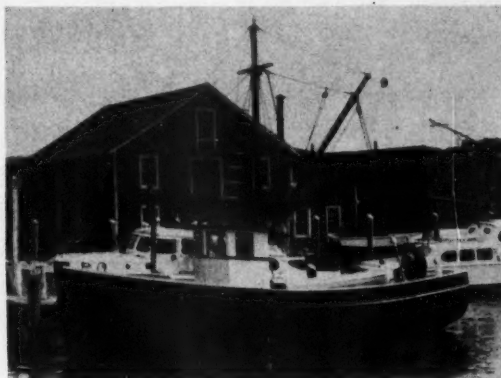
Another speaker, F. H. Frankland, consulting engineer on the proposed Suffolk County Sewer Project, placed the value of Suffolk County's fishing industry at \$8,000,000 a year, and said it was being threatened by pollution.

Surf Clam Legislation

A bill has been passed by the New York Legislature and signed by the Governor which empowers the State Conservation Department to regulate the manner of taking surf clams, specify the areas from which they may be taken and set aside areas from which they shall not be taken, establish open or closed seasons and fix size limits for a period of three years.

Fairbanks-Morse Opposed Piston Diesel

FAIRBANKS, MORSE & CO., Chicago 5, Ill., has just issued a 32-page bulletin describing their new Opposed Piston Diesel, copy of which is available on request. Details of construction and manufacturing methods are described. This type of engine has been used successfully in marine service of all kinds during the war. More than 3½ million horsepower of these engines are in operation in fighting ships of the Navy, in ice breakers and other craft, as well as in railroad service. The engines are now available for commercial marine service.



MILDRED W. of Point Judith, R. I.

We, her builders, are proud of MILDRED W. and we congratulate her owner, Capt. Carl Westcott. We are happy to introduce MILDRED W. as representing the quality of workmanship and integrity that goes into boats built by us. MILDRED W. measures 40' x 12' x 5'8" light draught. Capacity, 25,000 lbs. Powered by a Lathrop Engineers model gas engine, she did a little better than 11 knots on her trial run.

ESSEX BOAT WORKS, INC.

Essex, Conn.

BUILDERS OF FINE BOATS

MANUFACTURERS

JOBBER AND

DISTRIBUTORS OF

COMMERCIAL

AND SPORT

FISHING

TACKLE and GEAR

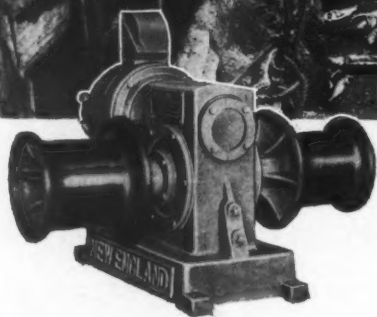
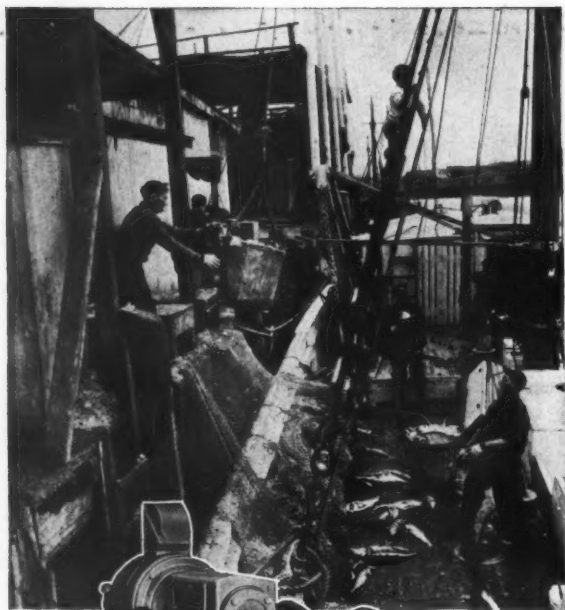
SPECIALIZING IN TUNA JIGS
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IN PLASTIC & LEAD HEADS.

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BONE AND FEATHER JIGS NOW
ON HAND. IMMEDIATE DELIVERY.

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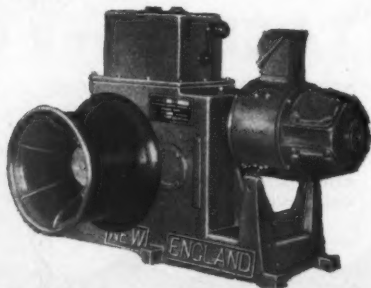
Cat. No. 768 rope pulls from 500 lbs. to 1250 lbs. at speeds from 80 to 325 ft. per min.

ON DECK OR DOCK

Speed your longshore operations. Dump that cargo and return to the sea. Eliminate the extravagant operation of your heavy engines. Let this small and economical electric hoist work for you on dock or deck.

You'll see these sturdy little hoists working overtime along the water front dumping fish baskets or lowering cargos for storage below decks.

They require a minimum of the space so essential to fisherman, mariner and longshoreman. Their safety switch mounted directly on the motor simplifies wiring and control. Their 3 to 5 horsepower is readily adaptable to many purposes with a wide range of rope speeds and pulls. Write for details today.



Cat. No. 968 rope pulls from 820 lbs. to 2,200 lbs. at speeds from 45 to 160 ft. per min.

NEW ENGLAND
TRAWLER EQUIPMENT CO.
EASTERN AVE. CHELSEA MASS.

C. G. Cox, who has joined the executive staff of the Joshua Hendy Iron Works, Sunnyvale, Calif. He will serve as administrative assistant to A. A. Browne, manager of engineering and sales, and will aid in the formulation and execution of sales and engineering policies. Cox was formerly vice-president and general manager of Enterprise Engine and Foundry Co.



"The Story of the Diesel"

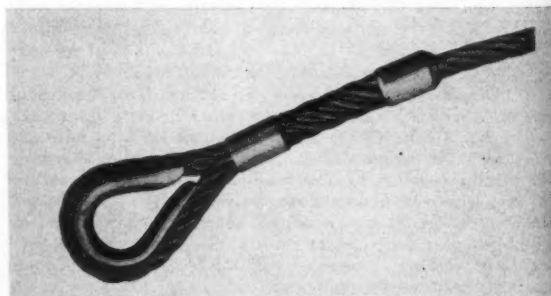
"THE Story of the Diesel" has just been published by the Diesel Engine Manufacturers Association, 1 North LaSalle St., Chicago 2, Ill. In concise, non-technical, easy-to-read style it discusses the Diesel's postwar future, its present fields of application, and the fundamentals of its operation. The beginning and development of the Diesel industry are also covered.

A chart depicts graphically the industry's enormous growth in horsepower-output from a production of barely 2,000,000 horsepower in 1937 to 35,000,000 for last year.

A list of the names and addresses of the 21 Diesel engine manufacturer members of the Association are given, together with the horsepower and speed ranges of engines made by each company.

New Acco-Loc Safety Splice

AMERICAN Chain & Cable Company, Inc., Bridgeport, Conn., announces the development of a new method for splicing wire rope into slings or various assemblies, which produces a neater and more compact splice than is possible by the hand method. The splice is flexible clear to the terminal, and always develops 100% of the rope's strength. The "Acco-Loc Safety Splice" does not distort the rope structure and so maintains equalization of stresses in all strands. The splice applies the load stress in direct line with the pull of the load. It has no seizings to loosen, unravel or get in the way; no wire ends to



barb and tear workmen's hands. It is wide open for visual inspection at all times. It may be used with any standard fitting (hook, ring, shackle, thimble, etc.), and when the sling or assembly is retired such fittings may be salvaged and re-used.

"Green-Lube" Wire Rope

Wire rope that is entirely covered with a green-colored lubricant has been announced by the Company for its American Cable Division and Hazard Wire Rope Division. Only their highest grade rope (preformed of improved plow steel) will be so lubricated. Their non-preformed ropes made of improved plow steel will continue to be identified by a single green strand.

American Chain and Cable's "Green-Lube" has high viscosity and remarkable capacity for adhesion to the surfaces of the wires. It has a grease-like consistency at normal temperatures and is applied hot and in a molten state by the pressure method which not only assures complete coverage of every wire but the filling or "stuffing" of the voids between wires. Thus it better protects the wires and enables them to adjust themselves more easily.

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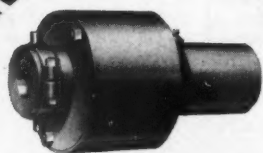
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KINNEY CLUTCHES



Kinney Dry Plate Disc Clutch

What The Fishermen Say:

"The little Kinney Clutch is going fine; I think it is the best hauling clutch that I have ever been shipmates with. It has never given any trouble and I have only taken up on the adjustment once. When we were ashore after the hurricane I put a lot more strain on the winch and clutch than we would ever get fishing; in fact Sam said that he expected to see the winch come out through the hawse pipes. . ."

*You, too, can depend on Kinney Clutches!
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FISHING EQUIPMENT

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Plymouth
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WESTERBEKE FISHING GEAR CO.

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Maxim Silencer Gets Third "E" Star

THE Maxim Silencer Company of Hartford, Conn., was recently awarded a third star for their Army-Navy "E" Production Award Burgee by Lt. Frederic A. Birmingham, USNR. Receiving the original award in the middle of 1943, the Maxim Silencer Company added their first star six months later and their second star in June, 1944. Maxim Silencers are used by the Navy, Coast Guard and Merchant Marine, as well as in fishing vessels.

New Folder on Caterpillar Diesels

A NEW folder entitled "Down to the Sea in Ships" has just been published by Caterpillar Tractor Co., Peoria, Ill. Depicted are a number of Caterpillar-powered fishing boats operating in different types of fishing in various sections of the country. Also illustrated, with specifications, are the six sizes of Caterpillar Diesels, rated from 26 to 135 horsepower. Copies of the bulletin may be obtained by requesting Form 8924.

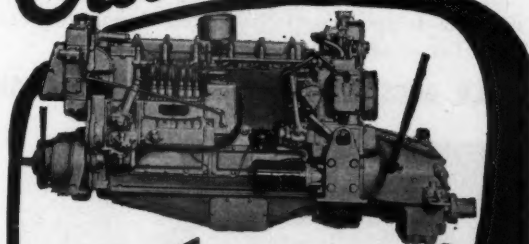
Fluor Muffler Bulletin

A NEW four-page bulletin illustrates and describes features of the Fluor Air-Cooled Muffler and its application on main propulsion engines and individual power units for driving pumps, generators, etc. Use of the Fluor Air-Cooled Muffler to ventilate and heat engine rooms, other compartments and pilot house is shown. Copies are available from The Fluor Corp., Ltd., 2500 So. Atlantic Blvd., Los Angeles 22, Calif.

Federal-Mogul Awarded Third Star

FEDERAL-MOGUL Marine Division, Plants 1 and 3, Detroit, have been granted a third renewal of the Army-Navy "E" award. In addition to their production of propellers from 4 in. to 12 ft. for the armed forces, Federal-Mogul is the exclusive builder of custom "Equi-Poise" propellers that have earned an enviable record on the famed PT's.

"Caterpillar"



MARINE DIESEL ENGINES

PROPULSION - AUXILIARY
STATIONARY POWER UNITS
ELECTRIC GENERATING PLANTS

H. O. PENN MACHINERY CO.

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140th STREET & EAST RIVER, NEW YORK 54, N. Y.

BRANCHES

MINEOLA, LONG ISLAND. POUGHKEEPSIE, N. Y.
NEWINGTON, CONNECTICUT.

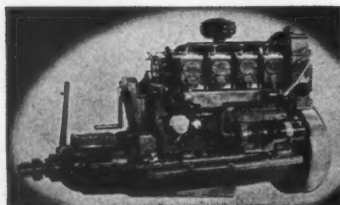
IT BURNS ALL ITS FUEL



The completeness of combustion in the Palmer RND Diesels is unique due to the design of the combustion chamber which is different from any other Diesel on the American market. This means low fuel consumption, easy starting and freedom

from valve or ring troubles. Crankcase dilution is unknown in the Palmer. Don't take our word for it. We would rather have you ask fishermen and commercial boatmen on both coasts. In the long run, we believe you will find Palmer the most dependable and the lowest-priced engine you can buy. Let us send you facts and figures.

PALMER BROS. ENGINES, INC., COS COB, CONN.



RND 4 cylinder 40 H.P.
RND 6 cylinder 60 H.P.
For marine use and stationary



RND 1 cylinder 9 H.P.
For stationary use only

Palmer also builds gasoline engines ranging from 2 H.P. to 150 H.P. for marine use.



PALMER DIESELS

THE FISHERMAN'S FRIEND FOR FIFTY YEARS

New Brunswick Weirmen Making Sizable Catches

By C. A. Dixon

AS April passed out of the picture in southern New Brunswick, weirmen at Deer Island and other places in the county commenced to get sizable catches of fish. No very large landings were reported from single weirs, 35 or 40 hogsheds having been the limit. From 5 to 15 hogsheds of fish were taken by several, however, and fishermen predict larger catches in May, which usually is the best month for making money in the weir fishing area during the Spring.

Weir building and repair work has been rushed to a conclusion except in regard to new weirs or those which were very severely damaged last Fall, and which require many weeks to complete. Anticipating another lucrative fishing season several new weirs will be built and equipped in Charlotte County this year, although the expense of purchasing twine and other necessary gear is abnormally high.

Activity at Grand Manan has been stepped up in recent weeks in regard to preparing boats for the 1945 fishing season. Boats that have been used for herring seining or scallop dragging, which show more or less signs of a strenuous Winter season, for the most part will be used for lobstering.

Await Strike of Shediac Herring

Smoked and barrelled herring haven't been packed to any appreciable extent in southern New Brunswick or eastern Maine as May arrives, but producers and processors are waiting eagerly for the strike of Shediac large herring and the consequent stepping up of the shipment of them by the overland route across the province from the Northumberland Strait area to Black's Harbor, Grand Manan, Eastport and the Lubec manufacturing areas. Last Spring many millions of pounds of the Shediac herring were bought by dealers in these localities.

Campobello Reports Good Cod Catches

Campobello trawl fishermen reported fairly good catches of cod in April, but the price was two cents a pound lower than heretofore. Few boats were engaged in the work as many were hauled up for painting and repairs. There is a fine fleet of boats at Campobello now with modern equipment, and every year sees more craft added to the fleet.

McLean Called to Senate

Of interest to many in the fishing industry is the announcement made in April that A. Neil McLean, president of Connors Bros., Ltd., of Black's Harbor, N. B., has been called to the Canadian Senate. The Company manufactures and processes sardines and other fish, and has seven fish processing plants in Charlotte County.

Senator McLean, through his long and intimate association with the fishing industry of New Brunswick, will be in a position to use his knowledge and influence to good advantage for the basic producers of fish along the Canadian Atlantic Coast, as well as for the expansion of the fish and fish products manufacturing industry, particularly that of southern New Brunswick.

Conley's Lobsters, Limited Formed

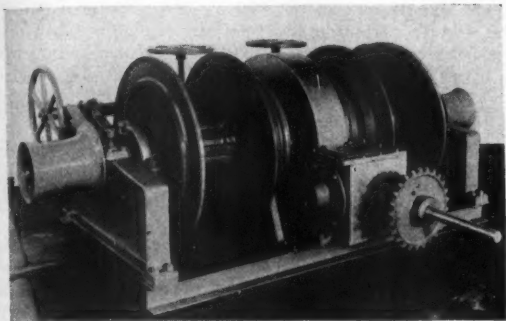
The incorporation of a company to be known as Conley's Lobsters, Limited, of which the principals are George Guilford Harnish, Marguerite Mary Burns, both of Halifax, N. S., and Herbert G. Snell of St. Andrews, was announced recently. The Company is capitalized at \$50,000, and the head office is to be at St. Andrews.

March Sardine Herring Catch

The total catch of sardine herring in Southern New Brunswick during the month of March amounted to 4,307 hogsheds, and 3,911 hogsheds of the total were caught by purse seiners in Charlotte County, N. B., and sold to both Canadian and Maine sardine canneries. The value of the fish amounted to \$71,075, compared to \$110,837 in March 1944. Fewer boats were engaged in the fishery than usual, and due to the abnormally warm weather rising water temperatures militated against the catching of the fish with purse seines, as the herring became lively and elusive. Weirs caught 396 hogsheds during the month of March, but very few were in operation. Many weirs were made ready in April, and more fish were caught by the operators although no very large hauls have been reported.

HATHAWAY WINCHES

Catch 'em Fast
For the High-liners



NO. 1335-40

Ten Models that meet
Every Fishing Requirement

HATHAWAY MACHINERY CO.
FAIRHAVEN, MASS.

Complete Deck and Underwater Equipment:
Shafts, Stern Bearings, Stuffing Boxes, Bollards

Connecticut Starfish Survey

AN analysis of the data secured during the survey of the distribution and occurrence of starfish on Connecticut oyster bottoms in late March and early April 1945, indicates that the distribution of starfish, as well as their number, remained virtually the same as recorded last Fall. The data obtained by Dr. V. L. Loosanoff of the Fish and Wildlife Service Milford Laboratory showed that the oyster grounds of New Haven and West Haven north of the breakwater are almost free of starfish, and the same situation exists in the shallow water confined between Merwin Point and Charles Island. The deep water areas of these sections, however, still harbor a relatively large number of oyster enemies.

The section confined between Charles Island and Stratford Point remained the most heavily infested. The destruction of starfish in this section would be advantageous to the oyster industry in general because, unless this area is cleared of starfish, it will continue to serve as the center of propagation and dispersal of these pests.

The area lying directly south of Stratford Point and Point No Point is also heavily infested with starfish. Our observations of the past years indicate that the presence of starfish in this section is due to a large extent to the immigration of the pests from the area east of Stratford Point which, at present, is the most heavily infested of all sections of the Connecticut oyster-producing grounds.

The Bridgeport section showed little change since last year. The survey showed, nevertheless, that the starfish population of the central part of the natural oyster bed was greatly increased, and the same is true of several other lots which last year were virtually free of starfish, but which at the present time maintain a sizable population of the pests.

The majority of the animals constituting the samples collected during the Spring survey was either of medium or large size. The small animals, which could be regarded as last year's set, were very rare and only were encountered in large numbers south of Stratford Point.

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75 hp.-100 hp.-120 hp. Continuous Duty
DIESEL ENGINES

With 2:1 or 3:1 Reduction Gears

Write, Phone or Wire

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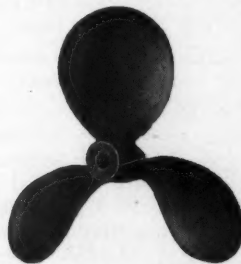
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Headquarters for Gasoline and Diesel Engines
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The "High Liners" must have
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52" and LARGER

Where lives as well as profits are at stake both owners and skippers realize the necessity of using propellers of proven quality. That is why you will find Hyde Propellers on the "high liners" of the fishing fleet. Let the experience of the men who know be your guide—specify Hyde.

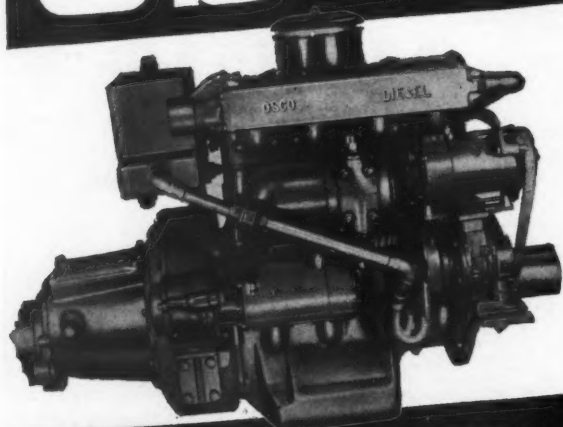
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ALWAYS GET HOME SAFELY

HYDE WINDLASS COMPANY, Bath, Maine

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MARINE DIESELS

RELIABLE, STEADY, ECONOMICAL POWER for FISHING CRAFT

Diesel power means "get-there-and-back" at low cost per mile per hour.

OSCO DIESEL means few repairs, quick repairs and replacement parts when you need them.

The OSCO fresh-water cooling system with full cylinder-length jackets, bronze heat-exchangers and manual temperature controls assure a sea-going engine under every condition of wind and weather.

Every OSCO DIESEL is dynamometer-tested before shipment

Eight models

2 cyl., 24-, 28-, 30 h.p.

4 cyl., 62-, 70-, 75 h.p.

6 cyl., 77-, 83 h.p.

OSCO Marine GAS ENGINES
for those who need them

OSCO

2020 E. Orleans Street
Philadelphia 34, Pa., Dept. C

Vineyard Sea-Skimmers Puzzled About Prospects for Season

By J. C. Allen

APRIL goes astern and fades out leaving a somewhat puzzled gang of sea-skimmers in these bearings. The questions that confronted them two months ago have not yet been answered, and it is difficult to get a fair answer from anyone along the waterfront when you ask about the prospects.

The weather started out like summer, cooling up and putting a temporary crimp in operations, notably the herring run, which seems likely to be good, but a trifle late, with the fish running smaller than usual. Not that it makes a bit of difference to local interests, because they just can't handle them, even if they ran chin-deep to a giraffe. At the ceiling of 1¼ cents a pound a man couldn't keep his seine mended.

On the grounds there was the usual Spring pick-up, running mostly to flounders, cod and haddock. Inshore and off, it seems as if the yellowtails are gone. The receipts up and down the coast for a month or more have shown no increase, and even may have fallen off a bit. This means that more vessels will go to Georges as the season progresses, the smaller vessels joining with the larger, because their chances are better as long as the weather is moderate.

This doesn't cheer anyone as might be expected. Already the gang declares that less fish have been taken from Georges this Spring than were landed a year ago, and if the supply has to be cut many more ways, it doesn't promise too good pickings for anyone.

Inshore Pickings Slim

Inshore the pickings have continued slim almost everywhere. The pods normally raised in favored spots, holes and banks, have appeared on schedule, but they have either run smaller than usual, or a fleet has centered over 'em and mopped them up in record time. Nobody will actually know what luck may lay in shoal water until some trap gear is fishing, which was expected to be by the tenth of May.

Unusual Quantity of Lobsters

An unusual number of lobsters, practically all of 'em small, has been hailed by the early lobstermen of Buzzards Bay. The haul ran heavier than for years, they said, which has a good sound. Only, and God knows we don't want to look only on the dark side of things, a couple of tons of egg-lobsters landed from draggers a spell ago hasn't done the supply any good as we see it.

Expect More Round Fish

Our personal opinion of the set-up is that we may expect more round fish inshore this Summer than we have had for years. We believe that the trap business is due for a big lift and that hand-lining and seining again will be in order. Some of our old-timers predict a whale of a swordfish season for reasons that they swear are sound and good. But try as we can, we can't see any great prospects ahead for the otter trawlers, unless, and this is a vital question, there is something all wet with all published facts and figures.

Other than the publicity and statistics which have been released by OPA and the Board of Trade, in which great increases have been hailed in landings, the only statistics available are those of the Fish and Wildlife Service, and their report does not jibe with the rest, not by a damn sight.

If landings have decreased, as some reports indicate, the question is are the fish getting scarce, is the ceiling price too low on some varieties, or is the decrease due in part to Union limitations on catches?

To our admittedly shoal-draught intellect there is something wrong when there is an admitted shortage of fish in the midst of a sea that is filled with them. This may not be true today, but it was true last Summer. Why? For the same reason given by the Fish and Wildlife Service for the Massachusetts lobster law—"it is a combined economic and conservation measure". To which we reply that this is a poor reason for any conservation law. We likewise maintain that only serious lack of principle teaches or encourages men to adhere to means and methods which are obviously failing just for the sake of something in the nature of a fad.

(Hailing)

Adventure
Arlington
Atlantic (3)
Baby Paul
Belmont (1)
Billow (3)
Boston (2)
Breaker (3)
Breeze (3)
Brookline
Cambridge
Charles M.
Cormorant
Dorchester
Fabia (2)
Felicia (1)
Flow (2)
Frances C.
Geraldine
Gertrude L.
Lark (3)
Maine (2)
Maristella
Marjorie P.
Neptune (2)

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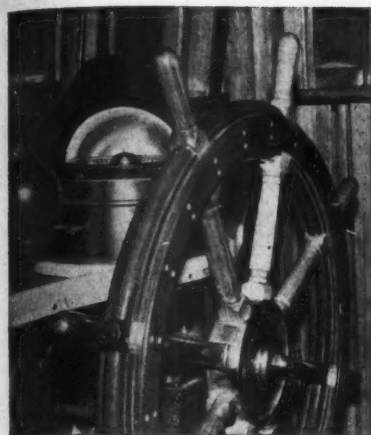
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THE BEST COMPASS FOR FISHERMEN IS THE STEADY KELVIN-WHITE SPHERICAL COMPASS

with its shock-and-vibration-absorbing spring suspension; soft no-glare overlighting; and card in plain view for quick bearings by night or day. It is the steadiest compass on the market. Write for circular.

The photo at the left shows the Kelvin-White spherical compass on the new super dragger "Estrela".

"The Best compass is your Best insurance"

KELVIN & WILFRID O. WHITE CO.
90 State St., Boston, and New York

Boston Landings for April

(Hailing fares. Figure after name indicates number of trips.)

Adventure (1)	145,000	Newton (2)	287,000
Arlington (2)	395,400	Ocean (2)	430,000
Atlantic (3)	487,000	Ohio (2)	168,000
Baby Paul (2)	66,000	Plymouth (3)	374,500
Belmont (1)	115,500	Quincy (3)	433,000
Billow (3)	367,000	Ripple (1)	92,000
Boston (2)	183,500	Rosalie D. Morse (2)	331,000
Breaker (3)	401,500	Rosie (2)	7,100
Breeze (1)	55,500	Sea (2)	350,600
Brookline (2)	350,000	Shamrock (2)	141,000
Cambridge (3)	425,000	Spray (1)	79,500
Charles M. Fauci, Jr. (1)	142,300	Squantum (2)	51,500
Cormorant (3)	654,000	Texas (3)	300,000
Dorchester (3)	525,500	Theresa R. (3)	319,500
Fabia (2)	320,600	Thomas D. (3)	401,500
Felicia (1)	111,500	Thomas Whalen (4)	571,000
Flow (2)	323,000	Tide (3)	795,500
Frances C. Denchy (1)	56,500	Triton (3)	438,000
Geraldine & Phyllis (2)	90,500	Vandal (2)	180,000
Gertrude Parker (1)	68,000	Venture II (1)	120,000
Lark (3)	560,200	Weymouth (3)	383,500
Maine (2)	289,000	Wm. J. O'Brien (2)	325,500
Maristella (3)	370,500	Winchester (3)	607,500
Marjorie Parker (2)	123,000	Winthrop (3)	432,700
Neptune (2)	280,500		

Gray Announces Sales Organization

JOHN W. MULFORD, president of Gray Marine Motor Company, Detroit, has announced appointments identifying the postwar structure of the Sales Department: John G. Wilson, Domestic Sales Manager, in charge of distributor accounts and dealer sales; Carl H. Gehrke, Commercial Sales Manager, in charge of stockboat accounts, boat builder business and architect contacts; R. H. Mitten, Advertising, Public Relations and Sales Promotion Manager; Richard G. Hanna, Export Manager; and Edward C. Parker, Service Manager. Mr. Mulford will coordinate and direct sales.

During the war, the company has concentrated on certain models selected by the Army and Navy. In the postwar period, Gray will continue to supply the same diversification of gasoline and Diesel models as it did before the war, with a more extensive range of sizes based on experience in specializing on types of engines for various classes of service, high and slow speed.

SPACE SAVER!

POWER • LIGHT
WATER • AIR

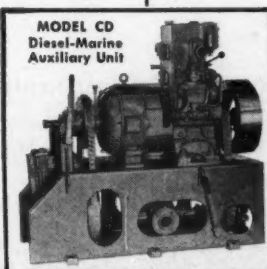
All in One Compact
Package!

ENGINE—8 h.p.
GENERATOR—3½ or 5

AIR COMPRESSOR—11 or
20 c.f.m.
PUMP—60 or 90 g.p.m.
at 60 lbs.

Net Weight—1,400 to 2,400
lbs., depending upon
capacities

Other combinations to 10
kw. and Diesel-Generator
sets available.



WRITE FOR BULLETIN 151

LISTER-BLACKSTONE, INC.

1726 South 68th Street

MILWAUKEE 14, WISCONSIN U.S.A.

NOW AVAILABLE

BUILDING REPAIR CONVERSION FACILITIES
MARINE RAILWAYS
MARINE ENGINES

Complete line of equipment for Commercial
Fishing Vessels

Distributors of

Famous "JABSCO" Pumps for the
State of New Jersey

Delaware Bay Shipbuilding Co., Inc.
Leesburg - - - - - New Jersey

HORNS-WHISTLES

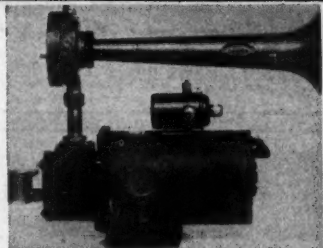
"Electro-Phonic" Air
Signal

Defense against Every
Emergency—the Fisherman's
Sentinel—Protects Lives and Investment.

Electro-Phonic Powerful
Air Signal Supplies its
own compressed air—no
tank, no valves, no piping.

Unexcelled for Fog Penetration,
Echo Signals,
and Reliability.

Types, sizes for all
Marine Needs—Mechanical
Fog Horns.



Model EP-SIF

CLARK COOPER CO. 325 N. MARKET ST.
PALMYRA, N. J.

Set Your Course
With **EDSON**
DEPENDABLE STEERERS



Complete Steering Equipment Including
Wheels - Quadrants - Chains - Sheaves - Shock Absorbers
EDSON NON-CHOKABLE BILGE PUMPS
Hand Operated in Four Sizes

The EDSON Corporation

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South Boston, Mass.

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NAVAL ARCHITECT AND ENGINEER

Commercial Vessels Marine Surveys

Consultations Designs Yachts
522 So. Long Beach Ave. - Tel. 9886 - Freeport, L. I., N. Y.**MAIERFORM OF AMERICA, INC.**

Hull Designs for Seagoing Vessels

25 West 43rd Street

New York 18, N. Y. Bryant 9-8675
In Boston—92 State Street**FISHERMAN DESIGNS**

60 to 112 feet

Numerous Plans Available of Boats Already Built

ALBERT E. CONDON

7 Wood Street Fairhaven, Mass.

ELDREDGE - McINNIS, Inc.NAVAL ARCHITECTS
And MARINE ENGINEERS131 State Street Telephone HUBbard 2910
BOSTON 9, MASS.**CHARLES D. ROACH**Naval Architect and Marine Engineer
Commercial and Sport Fishing Boats

331 S. Andrews Ave. Fort Lauderdale, Fla.

**GIELOW
INCORPORATED**NAVAL ARCHITECTS
MARINE ENGINEERS25 West 43rd Street
New York 18, N. Y.Designers of
All Types of
Fishing Vessels**COLLEY-MAIER, INC.**

Naval Architects and Marine Engineers

92 State Street

Boston 9, Mass. Lafayette 5335
In New York—25 West 43rd St.**BELLAMY ENGINEERING CO.**Designers & Furnishers of Modern Filleting Plants
"DRESCO" BeltingWorm and Helical Gear Units — Flexible Couplings
302 Walnut St. Newtonville 60, Mass.

Telephone B1Gelow 7449

Gloucester Landings for April

(Hailing fares. Figure after name indicates number of trips.)

Agnes & Myrnie (8)	23,500	Josephine & Margaret (1)	75,000
Alicia (1)	2,000	Josie M. (2)	6,700
Alvan T. Fuller (2)	147,000	Killarney (2)	411,000
America (1)	20,000	Lady of Good Voyage (1)	84,000
Andarte (2)	238,000	Leonora C. (1)	65,000
Angie & Florence (1)	77,000	Leretha (1)	93,000
Anna Guarino (2)	13,000	Linta (1)	65,000
Annie II (2)	4,500	Little Joe (1)	1,500
Antonina (2)	52,000	Little Nancy (3)	39,000
Ariel (4)	17,500	Madonna (2)	65,000
Austin W. (2)	169,000	Magellan (1)	27,000
Ave Maria (1)	70,000	Margie & Roy (3)	7,000
Babe Sears (1)	117,000	Marietta & Mary (2)	148,000
Baby Rose (2)	159,000	Marsala (1)	15,000
Balilla (1)	82,000	Mary (4)	23,000
Barbara C. (4)	14,000	Mary A. (2)	59,000
Beatrice & Rose (1)	65,000	Mary and Julia (2)	137,000
B. Estelle Burke (2)	140,000	Mary Curtis (1)	130,000
Bettina (1)	48,000	Mary M. (2)	100,000
Bonaventure (3)	401,000	Mary R. Mullins (1)	15,000
Bozo (1)	35,000	Mary Rose (1)	125,000
Calista D. Morrill (2)	5,000	Mayflower (3)	12,000
Carlo & Vince (2)	75,000	M. C. Ballard (2)	108,000
Carmela Maria (2)	60,000	Moonlight (1)	90,000
Caroline & Mary (2)	333,000	Nancy B. (2)	59,000
Casco (5)	68,000	Naomi Bruce (18)	21,500
Catherine (12)	25,300	Naomi Bruce II (6)	6,000
Cayadetta (2)	5,500	Naomi Bruce III (20)	40,300
Chebeague (2)	73,000	Natalie III (1)	72,000
Cigar Joe (2)	136,000	Newcastle (2)	40,000
Columbia (2)	403,000	No More (6)	28,000
Columbo (1)	65,000	Nyoda (2)	84,000
Corinthian (1)	105,000	Olympia LaRosa (2)	66,000
Curlow (3)	570,000	Paolina (2)	70,000
Donald & Johnnie (2)	52,000	Phillip & Grace (3)	315,000
Doris F. Amoro (2)	130,000	Phyllis A. (17)	37,300
Edith & Lilian (2)	395,000	Phyllis & Mary (2)	53,000
Edith L. Boudreau (1)	35,000	Pilgrim (2)	309,000
Edna Fae (15)	19,400	Pollyanna (2)	183,000
Eliza C. Riggs (6)	23,800	Portugal (2)	24,500
Emily Brown (2)	283,000	Puritan (2)	340,000
Emily C. (4)	13,500	Rainbow (2)	195,000
Emma Marie (3)	94,500	Rita B. (2)	197,500
Enterprise (8)	14,600	Robert and Edwin (1)	1,500
Escort (1)	3,000	Rose and Lucy (1)	55,000
Estrela (2)	369,000	Rosemarie (1)	10,000
Ethel S. Huff (3)	69,500	Rosie and Gracie (1)	30,000
Eugene H. (2)	124,000	Ruth and Margaret (1)	35,000
Eva M. Martin (4)	14,000	Sacred Heart (1)	40,000
Evelina M. Goulart (1)	195,000	St. Anthony (2)	296,000
Evelyn G. Sears (2)	110,500	St. Christopher (3)	323,000
Evzone (2)	260,000	St. Joseph (3)	117,000
Falcon (4)	18,000	St. Paul (2)	99,000
Familgia (3)	11,000	St. Peter (3)	164,000
Fannie F. Hickey (3)	39,000	St. Providence (6)	37,500
Frankie and Rose (1)	60,000	St. Teresa (3)	157,000
Gaetano S. (1)	130,000	Salvatore (2)	195,000
Gloucester (2)	175,000	Sea Hawk (3)	181,000
G. N. Soffron (1)	105,000	Sebastiana & Figli (3)	50,000
Golden Eagle (2)	274,000	Sebastiana C. (3)	217,000
Grace and Rosalie (1)	35,000	Serafina N. (1)	70,000
Grace F. (1)	18,000	Serafina II (1)	60,000
Helen M. (2)	110,000	Superior (2)	132,000
Holy Family (2)	197,000	Theresa M. Boudreau (2)	375,000
Irma Virginia (5)	50,500	Thos. J. Carroll (2)	203,000
Jackson & Arthur (4)	34,500	Trimembral (3)	15,000
J. B. Jr. (2)	28,000	Two Pals (3)	8,500
Jennie & Julia (1)	50,000	Uncle Guy (1)	56,000
Jennie & Lucia (1)	51,000	Vince (13)	25,500
Joe D'Ambrosio (2)	20,000	Wanderer (2)	100,000
Joffre (1)	150,000	We Three (1)	18,000
Joseph & Lucia (2)	143,000	Wind (2)	180,000

New York Landings for April

(Hailing fares. Figure after name indicates number of trips.)

Amelia (2)	147,000	Lady of Good Voyage (1)	33,000
Catherine C. (2)	140,500	Magellan (1)	33,200
Catherine L. Brown (1)	48,000	Mary (2)	23,200
Columbia (3)	48,000	Mary Anne (2)	158,500
Doris Gertrude (2)	49,000	Mary Ellen (2)	23,400
Edith L. Boudreau (1)	42,000	Nautilus (3)	255,000
Friendship (2)	65,000	Olivia Brown (1)	21,200
Gloria F. (2)	41,100	Rosalie F. (1)	30,000
John G. Murley (1)	60,000	Sunapee (3)	78,000
Julia K. (1)	18,000	Viking (2)	47,000
Katie D. (1)	80,000		

King Heads Fairbanks-Morse Pumps

R. H. MORSE, Jr., Vice President and General Sales Manager of Fairbanks, Morse & Co., Chicago, has announced the appointment of John S. King, as Manager of the Company's Pump Division.

Mr. King has had long experience with the Company, starting in the Beloit Plant where he assembled and tested pumping equipment and Diesel engines. In 1921 he was transferred to the Company's Indianapolis Works, building electric motors and generators. A year later he joined the sales force of the Chicago Branch, working as territorial representative on pumping equipment until, in 1930, he was made Manager of the Pump Department of that branch. Since 1937 he has been Manager of the firm's New Orleans Branch.

ALARM SIGNALS

*Clark Cooper Co., 319 N. Market St., Palmyra, N. J.

ANCHORS

*R. S. Danforth, 2121 Allston Way, Berkeley, Calif.

ANCHOR-GRAPNELS

*Chas. D. Briddell, Inc., Crisfield, Md.

BATTERIES, STORAGE

*"Exide": Electric Storage Battery Co., Allegheny Ave. and 19th St., Philadelphia, Pa.
Willard Storage Battery Co., Cleveland, Ohio.

BILGE PUMPS

*Marine Products Co., 6636 Charlevoix Ave., Detroit 7, Mich.

CAN MANUFACTURERS

Continental Can Co., 100 E. 42nd St., New York, N. Y.

CLAM KNIVES, TONGS, RAKES

*Chas. D. Briddell, Inc., Crisfield, Md.

CLUTCHES

*Kinney Manufacturing Co., 5341 Washington St., Boston, Mass.

COLD STORAGEES

Quaker City Cold Storage Co., Philadelphia, Pa.

CORDAGE MANUFACTURERS

American Manufacturing Co., Noble and West Sts., Brooklyn, N. Y.

*Columbian Rope Co., Auburn, N. Y.

*New Bedford Cordage Co., 233 Broadway, New York, N. Y.

*Plymouth Cordage Co., Plymouth, Mass.

CYLINDER LINERS, PISTONS, RINGS

Hunt-Spiller Manufacturing Co., 383 Dorchester Ave., Boston, Mass.

CYLINDER TREATMENT

*Van der Horst Corp. of America, Olean, New York

DEPTH FINDERS

*Bludworth Marine, 100 Gold St., New York 7, N. Y.

*Submarine Signal Co., 160 State St., Boston, Mass.

DIESEL AUXILIARY SETS

*Detroit Diesel Engine Division, General Motors Corp., Series 71 Marine Diesel, 13400 W. Outer Drive, Detroit 23, Michigan

*Lister-Blackstone, Inc., 1706 So. 68th St., Milwaukee, Wis.

John Reiner & Company, 12-12 37th Ave., Long Island City, N. Y.

R. H. Sheppard Co., 330 Middle St., Hanover, Pa.

ELECTRICAL EQUIPMENT

Diehl Manufacturing Co., 240 Congress St., Boston, Mass.

General Electric Co., Schenectady, N. Y.

*Sperry Gyroscope Co., Inc., Great Neck, N. Y.

ELECTROLYSIS ELIMINATION

Hamilton Engineering Co., P.O. Box 1893, Boston, Mass.

ENGINE MANUFACTURERS

*Atlas Imperial Diesel Engine Co., 115 Broad St., New York, N. Y.

*The Buda Co., Harvey, Ill.

*Caterpillar Tractor Co., Peoria, Ill.

*Chrysler Corporation, 12211 East Jefferson, Detroit, Michigan.

*Cooper-Bessemer Corp., Mount Vernon, O.

*Cummins Engine Co., Columbus, Ind.

*Detroit Diesel Engine Division, General Motors Corp., Series 71 Marine Diesel, 13400 W. Outer Drive, Detroit 23, Michigan

*Enterprise Engine & Foundry Co., 18th and Florida Sts., San Francisco 10, Calif.

*Fairbanks, Morse & Co., Chicago, Ill.

*Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.

*The Lathrop Engine Co., Mystic, Conn.

*Lister-Blackstone, Inc., 1706 So. 68th St., Milwaukee, Wis.

Lozier Diesel-Engine Co., 16th & Wood Sts., Oakland, Calif.

*Mack Mfg. Corp., Empire State Building, New York 1, N. Y.

Where-to-Buy Directory

Companies whose names are starred (*) have display advertisements in this issue; see Index to Advertisers for page numbers.

*Murphy Diesel Co., 5317 West Burnham St., Milwaukee, Wis.

*The National Supply Co., Superior Diesels, Springfield, Ohio.

*Osco Motors Corp., 2020 E. Orleans St., Philadelphia 34, Pa.

*Palmer Bros. Engines, Inc., Cos Cob, Conn.

Red Wing Motor Co., Red Wing, Minnesota.

*Union Diesel Engine Co., 2200 East Seventh St., Oakland 6, Calif.

*Wolverine Motor Works, Inc., 1 Union Ave., Bridgeport, Conn.

Worthington Pump & Machinery Corp., 421 Worthington Ave., Harrison, N. J.

Ford Conversions and Parts

*Osco Motors Corp., 3648A No. Lawrence St., Philadelphia, Pa.

Gasoline Engines

*Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.

ENGINE DEALERS

Walter H. Moreton Corp., 1045 Commonwealth Ave., Boston, Mass.

*H. O. Penn Machinery Co., Inc., East River and 140th St., New York, N. Y.

*Rapp-Huckins Co., Inc., 138 Beverly St., Boston, Mass.

EXHAUST HOSE

Bendix Aviation Corp., Philadelphia, Pa.

EXHAUST SILENCERS

John T. Love Welding Co., Walen's Wharf, Wharf St., Gloucester, Mass.

*The Maxim Silencer Co., 74 Homestead Ave., Hartford, Conn.

FISHING GEAR

*The Reano Co., 2727 So. Main St., Los Angeles 7, Calif.

*Westerbeke Fishing Gear Co., Inc., 279 Northern Ave., Boston, Mass.

FISH MEAL MACHINERY

*Enterprise Engine & Foundry Co., Process Machinery Div., 18th and Florida Sts., San Francisco, Calif.

FISH SCALERS**Portable, Flexible Shaft**

N. A. Strand & Co., 5001 N. Lincoln St., Chicago, Ill.

FLOATS

J. H. Shepherd Son & Co., 1820 East Ave., Elyria, Ohio.

FOG HORNS

*Clark Cooper Co., 319 N. Market St., Palmyra, N. J.

L. D. Lothrop Sons, Gloucester, Mass.

GASKETS

Fitzgerald Mfg. Co., Torrington, Conn.

GASKET PACKING

Fitzgerald Mfg. Co., Torrington, Conn.

HOOFS, FISH

Bill DeWitt Baits, Hook Mfrs., Auburn, N. Y.

*"Pflueger": Enterprise Mfg. Co., 110 Union St., Akron, Ohio.

ICE PICKS

*Chas. D. Briddell, Inc., Crisfield, Md.

NAUTICAL INSTRUMENTS

*Kelvin-White Co., 90 State St., Boston, Mass.

*Sperry Gyroscope Co., Inc., Great Neck, N. Y.

NETS AND NETTING

W. A. Augur, Inc., 35 Fulton St., New York, N. Y.

R. J. Ederer Co., 540 Orleans St., Chicago, Ill.

The Fish Net & Twine Company, 310-312 Bergen Ave., Jersey City, N. J.

*The Linen Thread Co., Inc., 105 Maplewood Ave., Gloucester, Mass.

*Pauls Fish Net Company, 357 West Ohio Street, Chicago 10, Illinois.

A. M. Starr Net Co., East Hampton, Conn.

OILED CLOTHING

*H. M. Sawyer & Son Co., East Cambridge, Mass.

OIL FILTERS

Hamilton Engineering Co., P. O. Box 1893, Boston, Mass.

OILS

Gulf Oil Corp., Gulf Bldg., Pittsburgh, Pa.

OIL SEALS

Fitzgerald Mfg. Co., Torrington, Conn.

OYSTER KNIVES, TONGS

*Chas. D. Briddell, Inc., Crisfield, Md.

PRESERVATIVES

*"Campbell's Copper Compound": International Chain & Mfg. Co., York, Pa.

PAINTS

International Paint Co., Inc., 21 West St., New York, N. Y.

Pettit Paint Co., Belleville, N. J.

PROPELLERS

Columbian Bronze Corp., Freeport, N. Y.

Federal-Mogul Marine Div., 4033-91 Beaufait Ave., Detroit, Michigan.

*Hyde Windlass Co., Bath, Me.

*Michigan Wheel Corp., Grand Rapids, Mich.

RADIO DIRECTION FINDERS

*Bludworth Marine, 100 Gold St., New York 7, N. Y.

RADIO TELEPHONES

*The Hallcrafters Co., 2611 S. Indiana Ave., Chicago, Ill.

*Harvey-Wells Electronics, Inc., Southbridge, Mass.

Jefferson-Travis Radio Mfg. Corp., 245 East 23rd St., New York 10, N. Y.

RANGES

*"Shipmate": Stamford Foundry Co., Stamford, Conn.

REVERSE AND REDUCTION GEARS

Snow-Nabstedt Gear Corp., Welden St., Hamden, Conn.

Twin Disc Clutch Co., 1341 Racine St., Racine, Wis.

G. Walter Machine Co., 84 Cambridge Ave., Jersey City, N. J.

RUBBER BOOTS

*U. S. Rubber Co., 1230 Sixth Ave., New York 20, N. Y.

RUBBER CLOTHING

*U. S. Rubber Co., 1230 Sixth Ave., New York 20, N. Y.

SEAFOOD TOOLS

*Chas. D. Briddell, Inc., Crisfield, Md.

SHIPBUILDERS, BOATYARDS

Bethlehem Steel Co., Shipbuilding Division, Bethlehem, Pa.

Casey Boat Building Co., Inc., Fairhaven, Mass.

*Delaware Bay Shipbuilding Co., Inc., Leesburg, N. J.

*Essex Boat Works, Inc., Essex, Conn.

Higgins Industries, Inc., 1755 St. Charles Ave., New Orleans, La.

*Geo. Lawley & Son Corp., Neponset, Mass.

*John H. Mathis Co., Camden, N. J.

*Northeast Shipbldg. Co., 100 River Street, Quincy, Mass.

Palmer Scott & Co., Inc., Ft. of Logan St., New Bedford, Mass.

*Frank L. Sample, Jr., Inc., Boothbay Harbor, Me.

*Wheeler Shipbuilding Corp., Ft. of 154th St. & East River, Whitestone, L. I., N. Y.

STEERING GEAR

*The Edson Corp., 49-51 D St., South Boston, Mass.

*Sperry Gyroscope Co., Inc., Great Neck, N. Y.

STERN BEARINGS

*Hathaway Machinery Co., New Bedford, Mass.

TRAWLING EQUIPMENT

*Dagle & MacMillan Co., 170 Border St., East Boston, Mass.

*Hathaway Machinery Co., New Bedford, Mass.

*New England Trawler Equipment Co., 301 Eastern Ave., Chelsea, Mass.

WIRE ROPE

*Bethlehem Steel Co., Bethlehem, Pa.

When You Ship FISH, LOBSTERS
or SCALLOPS to the Boston Market
FOR BEST RESULTS SHIP TO
R. S. HAMILTON COMPANY

On the Boston Market over 30 Years
17 Administration Building Fish Pier, Boston, Mass.

**CONSIGNMENTS SOLICITED FOR
Fish, Hard and Soft Crabs, Crab Meat
Frogs Legs, Shrimp and Snappers**

WM. M. McCLAIN

Wholesale Dealer and Commission Merchant
231 S. Front St. — PHILADELPHIA, PA. — 230 S. Water St.

Marine Bargains

Fish or party boat 42' x 15' x 4', 100 hp. Lathrop, in commission. Lobster boat 42' x 12' x 3' with 6-121 Gray, in commission. Freighter—make good dragger, new boat, twin screw, 6-91 Grays. 47' x 17'6" x 4'6" just launched. Prices reasonable. Also Diesel and gasoline engines 50 to 500 hp. Full particulars on request. Knox Marine Exchange, Camden, Maine.

FOR SALE — IMMEDIATE DELIVERY

1 — New BUDA 6 DCMR — 1879 MARINE DIESEL ENGINE
Complete with Heat Exchanger. Twin Disc Gears. 2 — 1 ratio
Gov. 900 RPM.....Horse Power 171

call . wire . write

BUDA SALES & SERVICE

3707 N. Richards St., Milwaukee 12, Tel. Edgewood 2900

Dragger for Sale

"Wanderer", 47' x 12' x 6', built 1932, 60 C.O., full equipment, asking \$10,000. Jerome K. Furman, 345 Bay Ave., Patchogue, New York.

Winch for Sale

Winch for sale cheap. Practically new. For 200 hp. motor, and takes 300 fathoms of 3/4" wire. Northeastern Fishing Co., 20 T. Wharf, Boston, Mass., or call CAPitol 7464.

Propellers on Hand

On Hand for Immediate Shipment — Two Federal-Mogul propellers, 52" diameter by 33" pitch, bores 3 1/2" and 4" standard. J. H. Westerbeke Corp., 280 Northern Avenue, Boston 10, Mass.

Dragger for Sale

62' long, 16 1/2' beam, Hathaway winch, 110 hp. Atlas Diesel, complete fishing equipment. Write Box "F", Atlantic Fisherman, Goffstown, N. H.



**HEAVY DUTY MODELS
FOR
COMMERCIAL FISHING BOATS**
Write for Free Catalog

GRAY MARINE MOTOR CO.

848 Canton Ave.

Detroit 7, Michigan

GRAY
MARINE
MOTORS
GASOLINE
DIESEL

Where to Ship in New York

Beyer Fish Co., Fulton Fish Market

International Fish Co., 111 Fulton Fish Market

Lester & Toner, Inc., Fulton Fish Market

South Fish Co., 31 Fulton Fish Market

Frank W. Wilkisson, Inc., 16 Fulton Market

Engines for Sale

One 4-cylinder 60 hp. 600 rpm. Atlas Diesel. Two 4-cylinder 70 hp. 400 rpm. Atlas Diesels. One 4-cylinder 90 hp. Wolverine. All in good condition. P. F. Remington, 217 Lexington Ave., Providence, R. I.

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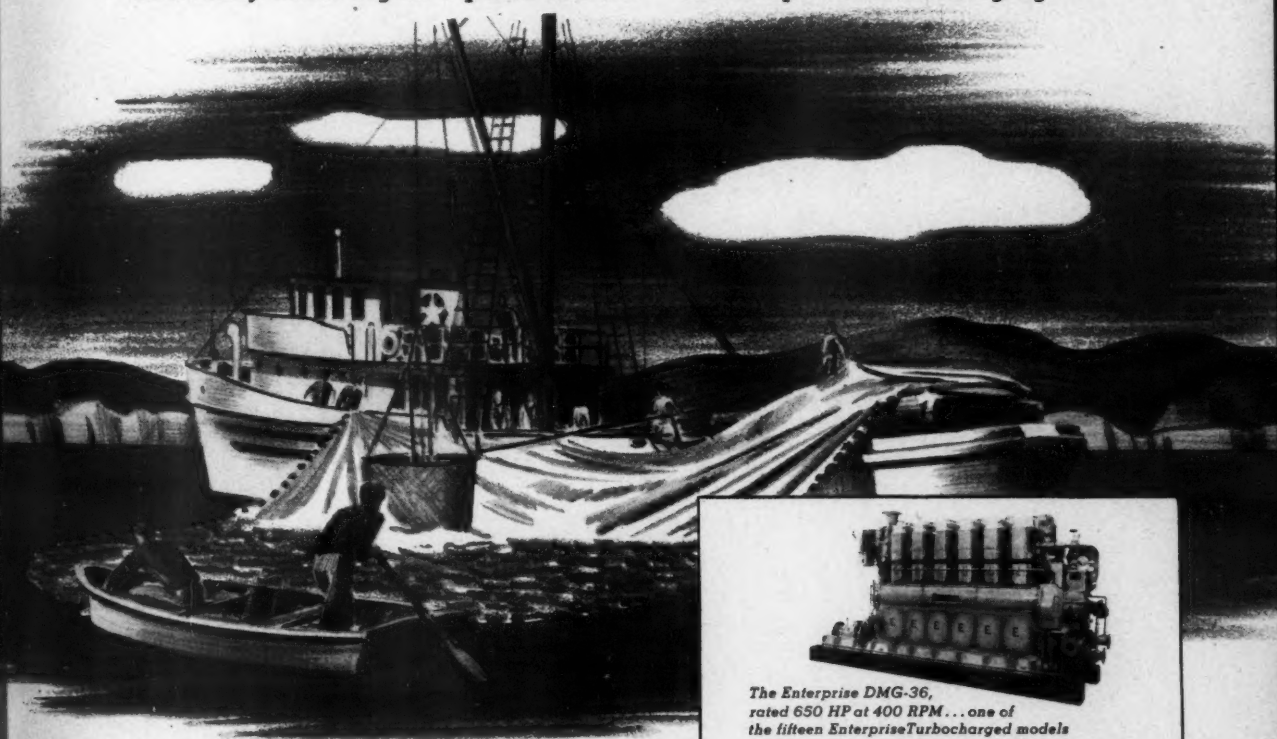
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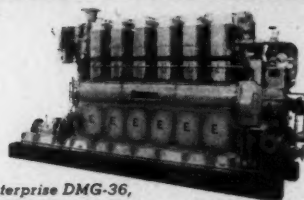
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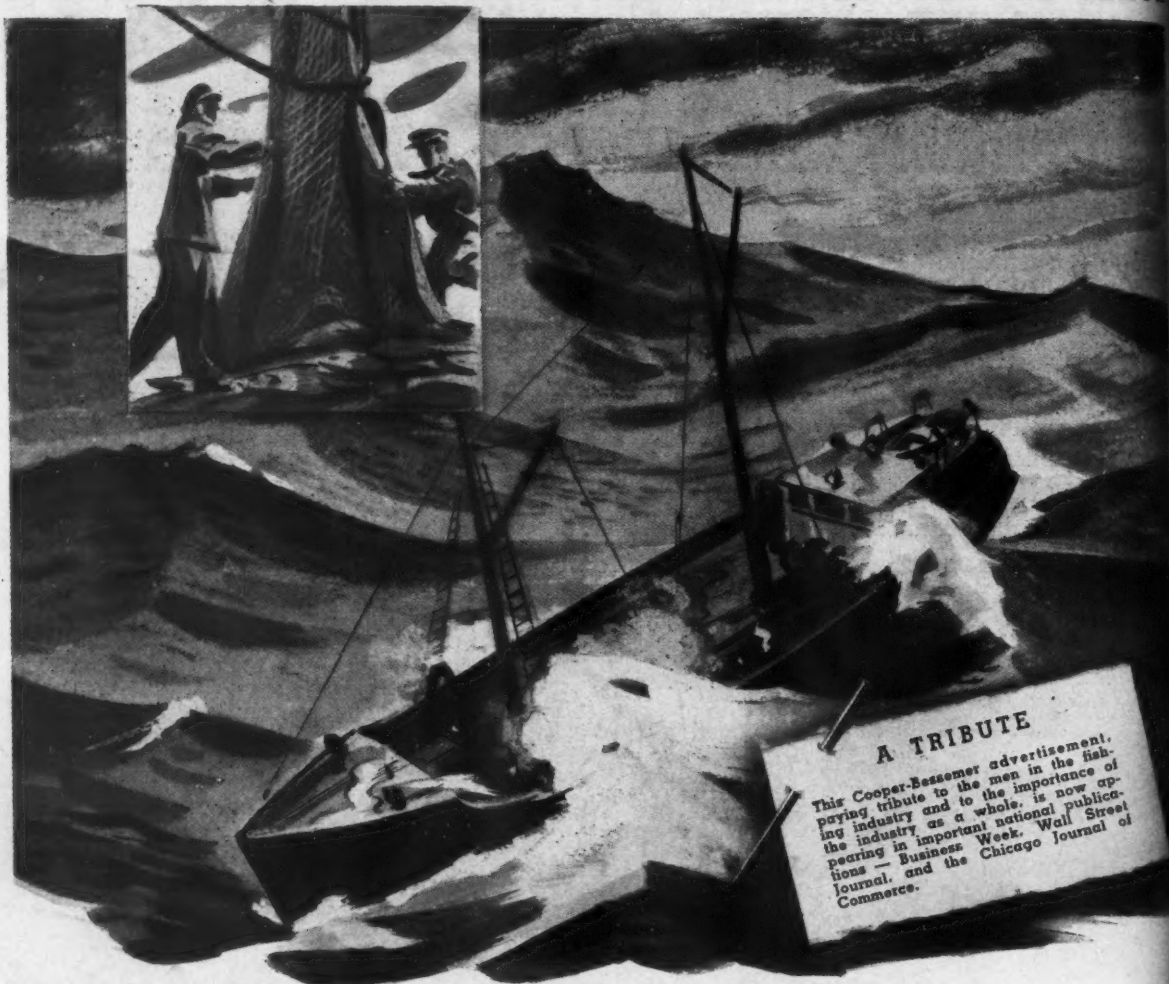
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